

OCTOBER, 1944

Our Yard



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SUN SHIPBUILDING & DRY DOCK COMPANY
CHESTER, PENNSYLVANIA

SHIP SAILINGS HIT NEW TOP FIGURE

Departure Every 30 Minutes Keeps Fighting Boys on Our Battlefronts Supplied

1,400 departures a month . . . a sailing every half hour! Seems incredible, doesn't it? Yet, that is the record America's ship operators have achieved . . . and the peak has not yet been reached!

We wonder how Tojo and Hitler feel when they hear the bad news about American achievements like this? German generals thought only the big ports on the French coast could handle the shipping volume needed for a successful invasion effort. We fooled them with a vast merchant fleet armada that steamed right up to the beaches and then kept supplies pouring in with a fast shuttle schedule.

We wonder what the Jap chiefs think about, knowing that this gigantic force will shortly be in the Pacific concentrating its vengeance on the empire of Nippon.

Victory Fleet Day, September 27, was dedicated to the shipping companies and their personnel who have maintained the global lifelines of a nation at war. These operators have successfully met the most complex and gigantic transportation challenge in world history.

They have met the challenge with full patriotism . . . without fanfare or fuss. Thanks to their Herculean efforts . . . a ship sails every thirty minutes to a battlefront!



TRUCKS to carry our men and their supplies being loaded on a Victory ship for overseas service.



CARGO SHIPS POUR SUPPLIES ASHORE for invaders of France. The channel waters are black with shipping, as reinforcements and supplies are funneled ashore for the conquest of the Cherbourg Peninsula. An almost solid mass of merchant vessels, including many tankers, feeds the endless stream of shuttling LST's and other landing craft. Balloon barrages float overhead to protect the ships from low-flying enemy strafers. U. S. Coast Guard photo.

NATION'S TRIBUTE TO OPERATORS



FROM THE DECK of a Coast Guard manned combat transport a Coast Guard photographer captured this shot as an American cargo ship was hit by Nazi dive bombers during an air raid on a convoy in the Sicilian invasion. The fire spread rapidly to the munitions supply, which exploded.

MORE PLANES TO POUND ENEMY

(Right) PLANES FOR OUR ARMED FORCES ABROAD being loaded on one of the ships of our Victory Fleet. The ship operators of this nation have maintained the life-lines of supply to our battlefronts. They have overcome the most complex transportation problems in world history. Every conceivable challenge has been successfully met.



Victory Fleet Day, September 27, the third anniversary of the birth of the wartime merchant fleet, celebrated the American Flag lines' successful accomplishment of the most complex and most dangerous transportation task in history.

Three years ago, on September 27, 1941, the first of the Liberty ships, the PATRICK HENRY, was launched at Baltimore, the forerunner of thousands of vessels under the U. S. Maritime Commission's emergency building program. Today there are over 3,400 vessels—Liberty ships, tankers, the standard C-type vessels and other ships—under control of the War Shipping Administration and operated by the private shipping companies.

Direction . . .

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

From an operational point of view, there are no better ships built than "Sun Ships." Sun-built tankers continue to set the standards for this type ship.

Even in the peace toward which we are fighting, you can take pride in your reputation for quality workmanship and in the quality performance of the ships you build.

Although each day sees us nearer to a victorious peace, the battle is not yet won. The same efficient and unremitting work which you have demonstrated in the past war years is necessary to continue the present overpowering drive to victory.

Very truly yours,
ROBERT H. OVERSTREET



ROBERT H. OVERSTREET
*Director of Fiscal Controls
United States Maritime Commission*

. . . Supervision



P. E. SHAVER
*Sales Engineer
Sun Shipbuilding and Dry Dock Company*

For October, OUR YARD salutes P. E. Shaver, who heads 96 Department which handles Oil Refining Equipment and other outside sales.

Mr. Shaver, who was born in Virginia, came to Philadelphia to study engineering and entered the employ of the company in early 1919. Since then he has been active in developing Oil Refining Equipment and other special work for the shops.

Before coming to Sun Ship, he had completed his apprenticeship in the shops and drafting room. He is a graduate of the Drexel Institute Evening School, having received a degree in Mechanical Engineering and has completed other engineering and business courses at various schools.

Mr. Shaver is a member of the American Society of Mechanical Engineers and the American Welding Society. At present he resides in Lansdowne, Pa.

Our very best wishes to P. E. Shaver.

NEWS OF OUR PEOPLE IN THE SERVICE

THEY DIED IN DEFENSE OF THEIR COUNTRY



Pfc. **ELMER J. H. KESTEL**, formerly of the 45 Dept., South Yard, was killed in action on July 14, 1944 in France. Elmer entered the Army Sept. 29, 1943. He received his training at Camp Van Dorn, Miss. A graduate of Chester High School, Class of 1943, he was born in Chester.



WILLIAM S. LEVAN, formerly of 36 Dept., who was killed in action on July 28th, 1944. William has a father-in-law and two brother-in-laws who still work here. They are: R. H. Coule of 79 Dept., B. R. Coule of 96 Dept., and R. C. James of 66 Dept.



Pvt. **AUSTIN R. SEEKFORD**, former welder, who entered the Army in Dec., 1943, was killed in France July 24. Austin received his infantry training in Florida and sailed for England in June, 1944. Austin was 29 years of age and he resided with his wife at 4528 Lancaster Ave., Phila., Pa.

Dear Tommie:

How the heck are you? As for myself, I have never felt better in my life, and am really having a great time of it. I can't tell you how I came across so fast, in fact, it happened so fast I didn't know I was here myself until the last minute.

I am playing with a fine orchestra, all former members of name bands and I am happy. But regardless of how good this band is I would still rather be playing with your old outfit and I am sure the day isn't very far off when I'll be back playing with you again.

Tommy, please tell all the boys I was asking for them and would be more than glad to hear from any of them. How is the band coming along? Are you doing much work? Please write and keep me up on the news; I'll be seeing you soon I hope.

Your old drummer boy,

— Tommy Scully



STAFF SGT. WILLIAM J. HERBSTER, former Sun Ship employee in 34 Dept., died on the field of battle in Italy July 18 last after a fine service record in North Africa, Sicily, the landing at Anzio and the fierce drive up the Italian Peninsula. Graduate of Nether Providence High, he spent two years at Drexel Institute and had one year at Temple.

Dear Sir:

I have received OUR YARD magazine which you have sent to me and I sure did enjoy reading it. Thanks a lot. I saw many pictures of people whom I knew. You sure have a very nice book and I enjoy reading it and also my soldier friend did too. Please keep sending it to me. Give my regards to Oscar Holt and all the rest of the boys in the Electrical Shop. Thanks again. Oh yes, tell Mary I was asking for her. I can't think of her last name but she works in your office.

Well so long and keep the ships a rolling and we will take care of the work over here and hope to be home next year.

Yours very truly,

— Herbert Laxton



S. A. JACOBS, formerly of 30 Dept., and now in the Navy stationed in Seattle.

PVT. JAMES W. BECK, formerly a 2nd shift chipper in the Boiler Shop, now stationed in Alabama.

WILLIAM J. WILLIAMS, S 2/c, formerly a shipfitter in 45 Dept., now serving in the U. S. Navy.

STANLEY ZGLESZWSKI, formerly in 30 Dept., sheet metal shop, now serving in the U. S. Coast Guard.

Dear Mr. Pew:

While I am not an employee of the Sun Shipbuilding and Dry Dock Company, may I congratulate you on your wonderful monthly magazine OUR YARD. My mother sends me a copy of it every month, and believe me I sure look forward to receiving it. You can't realize what it means to us boys, thousands of miles from home, just to be able to read of what is going on in the vicinity of our home town. My pals in the service, many of whom live some distance from Chester, also get a kick out of reading it.



WARREN D. RENZ, F 1/c, son of Harry Renz, 68 Department, now in the Navy.

I might add that I have a father working in 91 Department, a sister in 96 Department, and a younger brother who is working in 47 Department for the summer.

May I again congratulate you on your wonderful magazine, and also on the swell production of ships by your yard, to hasten victory.

Yours very truly,

— Warren D. Renz, F.C. 3/c



JOSEPH SYDLOWSKI, S 1/c, former Sun Ship employee, took part in the invasion of Normandy.

KILL OR BE KILLED

This thrilling story of the invasion of France was told by Pvt. Charles Frank, a former Sun Ship employee who is now recovering in Walter Reed Hospital from serious wounds. It was supplied to OUR YARD by the Industrial Services Division of the War Department and tells how the Parachute infantry landed on D-day and captured Ste Mere Eglise.

By PVT. CHARLES FRANK

You walk mighty carefully when you are entering an enemy town. It's a funny feeling, not knowing what innocent-looking object may start shooting at you. On the outskirts we came up to a barn and the Jerries in it waited until one platoon was alongside and then started firing Schmeizers, thousands of them. Four men finally had to blow up the barn with hand grenades before we could advance.

In the town we crept through the streets shooting at every building that smoke came out of. None of our boys had had a chance to dig in and we knew that anyone who had

protection must be a Nazi. I'd say they had at least a battalion of men stationed there but we chased them out by 8 a.m. and started down the road to Amfreville, next town on our map.

Amfreville was tougher because the Germans had 88's mounted on tanks there and they didn't spare the shells. They shot out from every direction and so fast we thought they'd burn the barrels out. Our trouble was that we didn't have any artillery, mortars being the heaviest weapons available, so about all we could do was go after the guys shooting the cannon. We had to come up from behind to get them, and that meant facing machine gun fire. It took three hours to clear out one 88, and we had to kill about twenty Germans to do it.

We kept on across the peninsula, fighting every mile out with the Germans. We wore the same clothes for the next 16 days, and had nothing to eat but K and C rations, and D's, chocolate candy. I only shaved twice in that time. Water was scarce, and so was time. I had one two-day rest after eleven days of fighting, and I slept 18 hours straight the first day.

When I was hit, D-day plus 16, we were starting to cross a bridge over the Bouve River. The Germans were on the other side and they hit a tank just ahead of me. I went up to see if I could help and one of the men yelled to me to go back and get some Aid men. When I got back with the Aid men, a German '88 ripped my right arm open so it had to be amputated, and tore a couple of fingers off my left hand.

[Frank is getting along fine at Walter Reed Hospital and hopes to be out in a few more months, fitted with an artificial arm.]

Dear Sir:

As a former employee of the Sun Shipbuilding and Dry Company, I want to take the opportunity to drop my friends a few words; first of all say "Hello" to the boys of 30 Dept., Sheet Metal Shop.

I am Stanley Zgleszowski, Motor Machinist Mate 1/c, brother of Chester Zgleszowski of 59 Dept., South Yard.

I have just returned from a big job over-seas, participated in four invasions: Africa, Sicily, Salerno and France. I am enjoying a 30 day furlough with my parents now, so keep it up boys; you build them in the good old Ship Yard and we will sail them for you, to bring victory as soon as possible so that we can all be back working together in the Ship Yard.

Yours truly,

— Stanley Zgleszowski,
Mo. MM 1/c



JOHN DIAMOND now with the U. S. Marines recently sent his father, Edmund A. Diamond who works in Stores Accounting, North Yard, a flag which he captured from a Japanese Lieutenant on an island in the South Pacific.



IRENE M. HANNA, S 1/c, left Sun Ship in April, 1944 after two years service as Compensation Clerk. While here, she took part in "Sun's Fun". Irene took her boot training at Hunter College, New York and then attended Yeoman School at Stillwater, Oklahoma. She has a brother, Robert, who is serving with the Navy.



CPL ELLIS E. MILES, Jr., formerly of 36 Dept., is now in the Army stationed in Louisiana. His father, Ellis E. Miles, works in 8 Dept.



PVT. ROY S. MORRIS, formerly of 34 Dept., North Yard, has been in the Army since March 3rd and has just finished basic training in Texas.



Pfc. PETER KRAWCZEL, former Sun Ship employee, is greeted by his foreman on his recent visit to the Yard. Notice the shrapnel-torn prayer books which Krawczel holds.

PRAYER BOOKS SAVE FORMER SUN SHIP EMPLOYEE'S LIFE AT ANZIO

"There are no atheists in the foxholes," Pfc. Peter Krawczel told his former Sun Ship associates in the South Yard during a recent visit on leave from a military hospital.

Then he drew from a pocket a Catholic prayer book and two other religious books issued to service men. All three were ripped by shrapnel and all three were stained with his blood.

"They saved my life at Anzio," he said reverently. "Following the landing our infantry outfit had fought for days to hold the ground. The struggle was a bitter one and we lived in foxholes most of the time.

"I carried the prayer book, a booklet called 'My Military Missal' and another small prayer book for service men in a container in the right pocket of my shirt. On the morning of Feb. 19 last the Germans began lobbing mortar shells in my direction. Five of them exploded near me but I crouched in the foxhole and escaped harm.

"Then another fell close by and the fragments of shrapnel showered me. I was hit on the shoulder, in the neck and on my back. I felt one large splinter smack me on the chest. It would have killed me but the prayer books stopped the missile. The piece of shrapnel went completely through all of them and wounded me on the chest but the impact had been reduced and while I bled a great deal the shrapnel did not enter my lungs or heart. It was a miracle."

Pfc. Krawczel, who comes from Shenandoah, worked in the plate yard. His brother Walter, who also fought at Anzio, was a Sun Ship burner. Lt. Frank Krawczel is in the Pacific war zone and a fourth member of the family, John, served in the air corps.



ANDREW ADAMS Jr., M 1/c, of the Seabees is now somewhere in New Guinea, doing his bit. Andrew was a Leader in the Copper Shop before he enlisted in 1943.



RUTH GRAY, Army WAC, took cook and baking course and is now cook at Camp Oglethorpe, Georgia. She is the daughter of Frank B. Gray, 36 Dept., Central Yard.



Pfc. WILLIAM SYDLOWSKI, former employee of Sun Ship now serving in the U. S. Army.



JOSEPH FARINA, formerly of 46 Dept, now with the U. S. Marines overseas. Joseph is a veteran of Saipan and is now fighting on Guam.



CPL. HENRY SYDLOWSKI, former employee of Sun Ship now serving in the U. S. Army.



CPL. WILLIAM FORDHAM, former Safety Inspector in No. 4 Yard.



MISS VIOLET YEICH, formerly of 91 Department, North Yard, who recently entered the Nurses Cadet Corps. She is taking her training at Chester Hospital. Violet is the daughter of Mr. John Yeich of 33 Department, and Mrs. Yeich, whose home is in Garden City.

Sir:

I left the base to go ashore to visit my wife and son at 12:00 noon on Saturday, August 26.

No sooner had I stepped outside the main gate, when a sailor approached me and asked me if I wanted to go to Providence, R. I., in his car, to which I replied in the affirmative.

He hustled up 6 more prospective customers and we all shoved off for the railroad station at Providence.

We all had to shell out \$3.00 each to the driver of the car for transporting us.

I arrived in Chester at 7:30 P.M. on Saturday night and hustled right over to my wife's home.

Spent 27 glorious hours at home and at 10:30 P.M. on Sunday, Aug. 27, I shoved off for my base at Providence, R. I.

I don't know why it is, but every time I go home and then leave, a bit of homesickness touches me for a couple of days after I have left.

Yours,

— Matt Zabitka,
Formerly 47 Dept., C. Y.



TECH. 5th GRADE AUSTIN THEMENS of 47 Dept. is shown as he appeared recently with the State Guards at Indiantown Gap, Pa.

The following poem was submitted by Corporal Robert W. Forsyth of New Britain, formerly of 33 Department.

**WHAT WE GET FOR TWO BUCKS
A DAY**

I'm full of damn malaria,
I shake the whole day long,
The quinine's ringing in my ears,
I'm anything but strong,
Mosquito bites all over me,
You'd think I had the itch,
My ears are full of Guinea mud,
My bunk's a muddy ditch,
I'm living in the jungle,
It's hot as merry hell,
"C" rations is my menu,
No cooking can I smell.
For this I get two bucks a day,
And a chance for a little ground,
That measures four by six by four
And a covered grassy mound,
My Pal who came down here with me,
The lad was just eighteen,
Got him a bed he'll never leave,
The coverlet is green,
Another one will see no more,
Another lost an arm,
And hundreds more I do not know
Are now safe from all harm.
But when I hear a bunch of guys,
They're safe and far away,
Refuse to work because they want
Two dollars more a day,
I only wish we had them here
For just a week or two,
To live in Guinea jungles,
And there we'd let them stew.
We'd give them the malaria,
Let mosquitoes have a feast,
We'd make them bury many a lad,
From North, West, South, and East.
We'd make them sleep in foxholes,
We'd feed them from a can,
We'd let a hot sun blister them,
'Twould be no Palm Beach tan.
We'd let them hear the wounded moan,
We'd let them see them die,
With snipers bullets whizzing close,
With star shells in the sky.
And then we'd send them home again,
To their ten bucks a day,
To tell others what they'd seen,
Way down New Guinea way,
I'll bet those guys would have enough,
At home they'd gladly stay,
No STRIKES they'd start right soon
again,
For "TWO MORE BUCKS A DAY".

Dear Mr. Pew:

It is always good to see a YARD envelope addressed to me, and thank you for your letter of the 6th of July.

So far I have not been fortunate enough to have my picture taken hauling a line of Krauts. In fact, since the front has moved along with fair speed I find myself pretty much in the rear right now. Even an air-raid alert would be quite a novelty now.

I am going to a rest camp farther south tomorrow, and spend a few days just doing exactly what comes into my head. I hear they have real tablecloths, napkins, and plates. Might stumble across a mattress even. Might even stumble slightly without a mattress, should there also be a moderate amount of palatable wine. One evening anyhow. We get six cans of beer each week now, and that really tastes good. American troops get the best the ships can bring over, and food and supplies like that make things much simpler for us. Wait until they start concentrating on the Pacific!

Thanks again for writing, and

Best regards,

— Stephen J. Kluka

Dear Sir:

Before I entered the armed services I was an employee of Sun Ship and I would really appreciate receiving a copy of OUR YARD magazine.

As it would surely cheer up some of the dull spots then too it would bring me rather closer to home and the many friends whom I left on the Sun Ship assembly line.

I extend my respects and best wishes to my former employer and many friends.

Respectfully yours,

Cpl. Paul H. Stevens

Dear Mr. Pew:

I received a copy of OUR YARD and would like to take this opportunity to thank you.

The copy you sent me is being well used as I have read through it three times and I expect to read it many more times until you send me next month's copy.

The work I'm doing now is a lot different than the shipfitting I did at Sun Ship for three and one half years, but I suppose it is just as important.

Thanking you again.

Jesse W. Sunner

Dear Sir:

Being a former employee of the Sun Ship Co., I always looked forward to receiving OUR YARD magazine. Since leaving there to serve with the United States Navy Seabees I have missed getting it and hearing all the news about the boys and what's going on in all the Yards.

I was wondering if it would be possible to have OUR YARD sent to me. Please give my regards to all the boys on the First Shift in the Machine Shop, 86 Department, North Yard, and all the rest of your workers.

Until victory,

Paul H. Leimbach, S 2/c



THE SHIPFITTING DEPARTMENT

A Shipfitter on the ways requires a broad knowledge of the construction of a ship from the time the keel is laid until the ship is launched and delivered. Because of the present speedy program on the ways it is necessary to have men specialized in various types of shipfitting.

The "Hull General" man must see that the various members of the hull are properly aligned and fitted to the adjoining members. The actual installation, alignment, and securement are performed by other departments, but the shipfitters have all necessary burning done, and are responsible for the correct placing of the steel work and its preparation for welding.

All steel construction must be performed to the satisfaction of the American Bureau of Shipping and the owner's representatives.

The Hull General Shipfitter must fair (straighten or fix) various bends, bumps, kinks, and miscellaneous distortions, either before or after welding. In the case of distortion in the light bulkheads, decks, and stiffeners of deck houses, the straightening work is

turned over to the "shrinkers", who fair steel by means of heating and sudden cooling with a stream of water.

Machinery foundations are installed by a gang of specialists who level and scribe them in preparation for welding. Heavy ventilator ducts and miscellaneous fittings such as masts, kingposts, davits, and similar items are installed and set by the "Ventilation" gang. Airports, steel doors, hatches, and manholes, are all set by a gang of shipfitters.

Even the engine room grating and the steel ladders on the ships are installed and fitted by the men in No. 45 Department. They do this as early as possible to provide safe and easy access to engine room cargo tanks and other spaces.

Among the shipfitting jobs which must be performed on the ways (that is, before launching) is the work of the "Shell & Castings" division. These men build the bow assembly in its cradle and put together the several sections of the cast steel stern frame. They install hawse pipes and bolsters (anchor handling equipment) and often do special fitting jobs which

are out of the ordinary run of work, as well as laying out the furnaced plates for the hull.

Another very important branch of 45 Department is the Expediting crew. These men must anticipate the needs of the various specialist divisions and speed the progress of material through the preliminary operations, from Drafting



SHIPFITTER FOREMAN E. GATCHEL AND JIM ROONEY laying down set lines for deck house bulkheads.

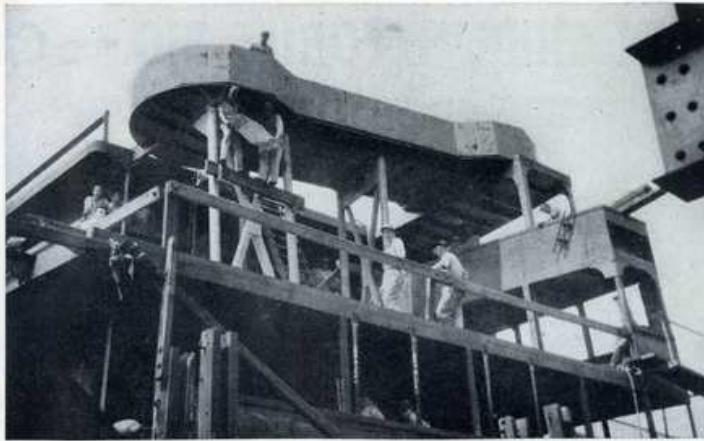
Room to Shipways or Wet Dock.

After the launching, the shipfitters follow through on the outfitting of the ship. This work, which is begun about one month before, should be nearing completion at launching time.

In the Wet Basin the air-ports, water-tight doors and hatches are given a thorough water test, and must be approved by the owner's representative.

Here also the lifeboats, liferafts, escape hatches, fire equipment, and all other life-saving equipment are installed and thoroughly inspected by representatives of the United States Bureau of Marine Inspection and Navigation. The shipfitters are required to make any corrections and adjustments necessary to suit this inspector before he issues a clearance certificate.

A few days after launching the ship is ready for her river trial. During the trial trip the



SHIPFITTERS PINKER AND HARRIS setting an anti-aircraft gun foundation under the direction of Ass't Foreman HARRY BOOTH.

owner's representatives give the ship a final complete survey and present their findings of unfinished work and necessary alterations to be completed before acceptance of the ship by the owner.

As a result of this trial the shipfitters correct any faults pertaining to their work and finally terminate their tasks that began when the keel of the ship was laid down on the ways.

In addition to the construction of new ships, our shipyard is engaged in the repair and maintenance of vessels of many types and sizes. Ship repair work, in the majority of cases, is carried out without the use of plans, and therefore originality and following directions by the owner's representatives and surveyors are required.

Safety to life and property must be carefully considered before any work is performed, especially hot work. Consideration of all other crafts in regard to removals and replacements saves much valuable time, material, and costs.

Time is a very important factor in ship repair work and all crafts must try to take as many short cuts as possible, without forgetting quality of work and safety, to keep costs at a minimum and save valuable material.



BUD FRANKEL leveling a lube oil service pump foundation as LEADER PHIL LEONARD looks on.

SUN SHIP VICTORIES BIG — CASUALTIES LIGHT



The roar of the Jap planes at Pearl Harbor had scarcely died away when the Strategy Board of the greatest army of the Delaware was called into session. Generals "Marshall" Pew, "Ike" Burke, "Mountbatten" Haig and "McArthur" Pew attended the session. The following day the papers flashed headlines of the Declaration of War. The Strategy board being foresighted, through previous rumors of war, had already fortified its beachheads to the South in December 1940 and to the North in April 1941.

The Army consisted of 13,000 men of all branches at the outbreak of the war, much too inadequate to face the enemy. General "Hershey" Vickers was instructed to man the forces to full war strength. Great progress was made in holding the enemy in check during 1942, when additional beachheads farther North were established.

When the fortifications were completed and fully manned with 35,000 hardhitting soldiers, the offensive was launched January 1, 1943, against 72 divisions of men of steel. The success of the offensive was assured from the beginning. The Army of the South, the Central Army, the Army of the North and No. 4 Army all under the able command of Generals "Blood and Guts" Beatty, "Nimitz" Hall, "Patch" Norton, "Omar" Carney, "Monty" Wilkinson and "Mark" Lamberson could not be defeated.

The Army of the South fought through the bitter battles of the Cross Keys, Seven Pines, Chickamauga, Murfreesboro, Brandy Station and many others, while the Central, North and No. 4 Armies conquered the enemy at Jalapa, Great Meadows, Bull Run, Bloody Marsh, Kenesaw Mountain. The four armies fought through 73 successful battles, but not without rather heavy losses. There were 2,175 casualties, of which 17 were killed and 2,158 injured. The only reverse was the skirmish with the Draft in which 16,131 men were lost, all of them captured.



At the turn of the year, the field generals were asked by the Commander-in-Chief to throw greater protection about their men, so as to conserve manpower. The field generals with their new weapons and the heavy air power of the protection division did just this. The combined armies on the 2½-mile front have won the battles of Saratoga, Boundbrook, Fort Cornwallis, Fort Cumberland, Masassas, Fort Schuyler and 52 other major engagements.

All these engagements were won with a much smaller army of 27,000 seasoned veterans. The casualties in all these engagements were 38% less than the 1943 campaign, even though our armies were faced with 84 major objectives at the beginning.

The Safety Department congratulates the Strategy Board, the field generals and the veterans of Sun Ship on this fine record of accomplishment through safer working conditions.

COMPARATIVE CASUALTY RECORDS

	Jan	Feb	Mar	Apr	May	June	July	Aug	Total
1943 Lost-time records	250	249	202	104	165	171	181	204	1526
1944 Lost-time records	114	111	129	102	114	129	140	112	951



BOWLING SEASON OPENS—KEEN COMPETITION EXPECTED

For the sixteenth straight year Sun Ship bowling league got under way on Wednesday evening Sept. 6th. "B" League with its 18 teams was the first to start a year of keen competition which finishes with a playoff between leagues. Berthing, winners last season, are out to repeat with Tube Mill, the runnerups, saying it can't be done. Jack Bentley, "B" League's leading bowler, will get plenty of competition from a guy named Fry and another named McCoy.

In "A" League the Champion Copper Shop team will have its hands full with Engineering and Installation who have added some strength to their already good clubs and really going after the first half honors. "A" League added a new team named "Cost" and this team started showing their strength by taking four straight from the Machinists. This may be a dark horse.

In our recent addition to "A" and "B" League combination, Hull division started Friday and in this comparatively new league the defending champs, South Yard lining and tacking, will have to keep on their toes to end up in the money because a lot of



ENGINEERING TEAM is stronger than ever this year. So watch out boys! Some who are included in this picture are: Roberts, Metz, Clayton, Pedante and Dunn.



FABRICATING TEAM, captained by the veteran Bill Rennie, is always in there fighting for the top rung. Members of the team are: Rennie, Moran, Hall, Howat, Swenker, Edmundson, Rowls and McGinley.



(Right) As **BILL CRAEMER** got underway with his 16th consecutive season at the Penn Bowling Alleys. He is one of the few bowlers who started with the original Sun Bowling League and is still going strong.

the teams have added new players and many of the regulars are much improved. North Yard Inspectors, runner-up last season, claim they will get there this time.

Sun will again have a top notch team in the Delri League, captained by our yard's top bowler, Griff Roberts. As always we are expecting this team to hold up the honor of Sun Ship in industrial sports.

Something new for Sun Ship will be the entry of a team in the Chester Major League this year and composed mostly of second shift men. We hope they will bring back the trophy to Sun Ship.



COST TEAM, a new entry in "A" League. Left to right: Charlie Doyle, Andy Robertson, Rus Staley, Harry Hamby, and Major Yeager.



THIS WAS SNAPPED AS HULL DIVISION looked forward to a year of keen competition. This new league is out to give "A" and "B" a run for their money this season.

Junior Members of the Sun Ship Family



HARRY DUSENBERG III, six month old son of Harry Dusenberg II, of 59 Dept.

GALE CECELIA WOODS, two year old daughter of Pvt. Joseph Woods, formerly of Sun Ship.

SAMUEL, 7 years, and **J. REVERE II**, 3 years, sons of J. Revere Duell of 65 Dept., 2nd shift, North Yard.

ELAINE 4, and **DOROTHY** 10, daughters of David Fox of 91 Department.



KENNY SUDALL Jr., 1½ year old son of K. Sudall, 36 Dept.

JESSE E. FOX, Jr., 4½ year old son of Jesse E. Fox of 53 Dept.

BETTY ANNE GREENE, 6½ year old daughter of M. Green, Asst. Foreman 59 Dept.

GASTON HARVEY JARVIS, son of Gaston Jarvis, 36 Dept. No. 4 Yard.

LYNDA JANE MACKLEM, two year old daughter of George Macklem of 46 Dept.

ANNE MARIE BOSWORTH, ten month old daughter of Ralph Bosworth of 33 department and niece of J. Jefferis and W. Jefferis of 33 Department.



JUDITH RENE BILECK, grand-daughter of F. J. Brown, 42 Dept.

HOWARD BERKMEYER, Jr., 2 year old son of Howard Berkmeier, formerly of 30 Dept., now serving overseas.

PATSY AND BILLY, 2½ year old twins of T. Quinlan, 74 Dept.

BARBARA ANN GOAD, two month old daughter of Theodore Goad of 59 Department.

JOHN T. STEVENS, 9 month old son of Jack Stevens, 47 Dept. **G. STEVENS**, son of Jack Stevens, 74 Dept.



HARRIET WRIGHT, 8 year old daughter of Charles Wright.

CHARLES WRIGHT, Jr., 10 year old son of Charles Wright.

BETTY, 13, AND JOHNNY MARKER 11 months, are the children of Ralph H. Marker Sr., 45 Dept.

ELSIE ANN DOWLIN, three year old daughter of crane operator, 33 Dept.

SANDRA WHALEY, two years 4 months. She is the daughter of Leader Art Whaley, C. Y.

CAROL WARBURTON, 2½ year old daughter of Kay Warburton of 91 Department.



OUR COVER

AL HOLMES of Central Yard's Sign Shop pointed the illustration on the front cover of this issue. Previously Al worked for the Stanley - Warner Company as a pictorial artist and was also in theater work in Washington, D. C. He has two sons in the Service — John in the Army and Robert in the Marines. Al.



His daughter Alice is a Senior in high school. Best wishes, Al.

INK SPOTS FROM THE HULL DRAFTING ROOM

Thanks a million to James F. Connor, Jr., who was pinch-hitting as guest reporter for this column in the September issue. We are appreciative, Jim, of a swell job — well done!

Congratulations to Furman S. Hallman upon the completion of twenty-five years' service with Sun Ship. We wish him the best of health and happiness and hope that his technical abilities will be available to the company for many years to come.

On Tuesday, August 15th, the majority of 78's personnel trekked to Furman's place in Village Green for a good old fashioned corn boil. Among those present were former Sun employees George Childs, John Filliben, Al Schlosser, R. Le Ber, Joe Hill and Bill Wallace. Farewell gifts were presented to Agnes Calloway and Eleanor Garman. Orchids to our hosts, Furman and Granville Hallman, who made this memorable affair possible, and who supplied the "vittles" to fill the inner man.

We're saying "Howdy" this month to Les R. Smith, who has transferred from the Production Department.

We're saying "Auf Wiedersehen" to Shirley "Skit" Nason who has returned to her studies at the Philadelphia School of Industrial Arts.

A salute to Joe Chermol who joined Uncle Sam's armed forces on August 28th.

Bill Buckley, Photo Mate 2/c, Brigantine Beach, N. J., dropped in for a visit on August 25th.

Jimmie Carr, U.S.N., writes us from Hawaii while Dick Byham, U.S.A., is doin' his stuff in sunny Italy.

Reporter: FRANK L. PAVLIK

"OUR YARD" LOOKS AHEAD

"OUR YARD" swings into the fourth year of its existence rededicated to the task of welding the workers in Sun Shipyards into a closer family relationship so that more and more ships can be built to win victory.

The first issue of OUR YARD appeared in September, 1941. Perhaps there are some who still have copies of that initial number. They will recall that it contained a history of the Sun Shipbuilding and Dry Dock Company and also the record of all the ships built at the plant up to that time.

They also will remember that with President John G. Pew heading the list, the employees signed the historic promise: "Because of the pressing emergency, I hereby pledge myself to do everything humanly possible to increase the number of ships delivered."

OUR YARD renews that pledge and calls upon every worker to join in turning out more ships.

47 DEPARTMENT No. 4 Yard — Swing Shift



Personable CHARLES DOYLE has been Sun Ship's Works Accountant since July 1, 1942 when he succeeded C. B. Dimeler, who was made Company Controller. Mr. Doyle started as a checker in the Plate Yard back in 1922 and worked his way up the ladder to the position that he now holds. In 1931 he graduated from the Wharton Evening School of the University of Pennsylvania and was elected to the membership of the Sigma Kappa Phi, an honorary fraternity of the Evening School. His hobbies are football and baseball and he rolls on the Cost bowling team. He resides on East Fourteenth St., Chester, with his wife. "Our Yard" congratulates Mr. Doyle on his fine record from plate checker to Sun Ship's Works Accountant.

After quite an absence, here we are back with you once more, resolved to do our job better than ever. We are certain that all of you are really doing just that every day on your individual tasks. If we can't fight over there, let's certainly do our share over here, and keep the ships rolling along.

It really looks like the swing shift is getting some place, what with plenty of hard work and lots of fun. The swing shift dawn patrollers are knocking themselves out down U.S.O. way.

By the way, how did you like the Cabaret Party a few weeks back?

Sun Ship has really got some of the finest talent in the world in No. 4 Yard. Ask Brud Holland. I'm sure he will back that statement up with emphasis. Those who missed the lovely chorus girls, the Dawnettes of Sun Ship, Poles, the comedian, our own Jack Jackson as Gene Autry — these were just a few of the group making merry. Don't miss another U.S.O. party or you will have missed a treat.

Joe, how can a new bridegroom come strolling in at home at 6:30 a. m.? Boy, are you sticking your neck out. Oh well, flowers are plentiful right now.

We were all very glad to see Elsie Jackson return to the job again. We really missed her quite a bit.

Just learned a few days ago that Freda, the tireless burner, has also gone on the

day shift. Hope the first shift will appreciate your fine work as we did.

Come, come Pepsi, what are you putting down? First a leader, then an undertaker.

Leola, we sure are glad to see you back with us again, even if on a different job. I'm quite sure a certain young man among the burners will agree with me.

Dick Baughn you really deserve a great deal of credit for the remarkable job you're doing, for you certainly have your hands full. By the way, it is this column's opinion that there should be some replacements for Gwynne, Bernard and Kennedy, we hate to see one man over-burdened. 'Nuff sed!

With the work on the Barges now going full blast, watch the boys begin to roll the sections off the old assembly line. It took a while to get going, but the boys say that everything is under control now.

Recently someone in jest put a fictitious play on the bulletin boards, the cast comprised of individuals in the shop. It was so good that before the evening was out, all 'cast' members had a mimeographed copy, but they took the original down from the board. Sorry if you didn't get to see it—it was really good!

Here is the \$32. question: "What young man has rightfully earned the title of 'The King of the Hants'?" And brother he has really been an active ruler.

Pat, our shop Bluebeard, is really kept busy these days—and we don't mean burning either. You do a grand job keeping them apart, Kid. We're going to try to get you a Hollywood build-up, you're worth the top billing.

Now that the Fall season is coming in, we're wondering if our eyes must again be plagued by the sight of Casablanca Caswell in one of his unique, patented, exclusive Zuit coats? Heaven forbid!

One of the best sights nightly is seeing the new little fellow on the Low Bay holding the rope on the end of the big machines. We want to welcome all the newcomers to our shop and shift, and hope they soon catch the fine spirit and fall in line with

us, and let's get these barges out on schedule.

The old inner-bottom has been revived, we notice. Strolling through there anyone can hear Ed Moody singing 'Down by the Riverside' whenever a certain tacker strolls by, and does her face get red!

By the way, Clark has seemed to take a new lease on life since being put back in the inner-bottom. Is it because he feels back at home or because another party has been added to the inner-bottom group?

Everyone seems to have had a grand time on vacations, so I know the work will roll from now on. One Burner was seen a few weeks back going into a famous sea-shore resort play-house with eight women! Talk about shortages.

We wonder why Taylor is so grouchy these days. We didn't put 'New York Jimmy' on the day shift, why take it out on us?

We suppose that D. Scott will be with us more regularly, now that the 'Fleet' has changed habitation. Missed her quite a bit one time.

Say, anybody got any rings to be broken in? See D. Claiborne.

We are glad to see Irene and Francis back. Speaking of Francis, what are you and the Right Reverend of Dept. 33 putting down?

Well, that's about all for now. Keep them rolling, fellows. We've got the Nazis on the run, let's finish the job in short order. We still have some way to go, but victory draws nearer every day.

**The Enemy is Still
LISTENING...**

**Guard what you
SAY!!**



WE WISH TO CONGRATULATE:

Mr. and Mrs. Stanley Poleck on the birth of a son, Michael Anthony, on August 19th. Stanley is in 36 Department.

Mr. and Mrs. Thomas Wright on the birth of a son, Mr. Wright works in 65 Dept., North Yard.

Mr. and Mrs. Brooks Sunday on the birth of a son, Brooks R. Mr. Sunday works in 66 department, Central Yard.

Mr. and Mrs. Al Thornton on the birth of a son. Mr. Thornton works in 36 department, Central Yard.

**'TIS SAID ABOUT SOUTH
YARD FAB SHOP**

Carl Finks, Assistant Foreman outside assembly boy, has a pair of good coon hounds.

Pete Berhiemer, burner boss, has a good picture of himself taken at the shore on his vacation.

Dick R., burner, is always in the dog house. We wonder why?

Bill Styer has a swell cottage at White Crystal Beach.

Bob Diebler, layerout, swings a mean golf club.

George Wilkinson oiling up his gun and sharpening up his eagle eye.

Joe Degregio talking up a party for the layout group.

Charley Fort, layout boss, growing through his hair.

Elmer Herbster, crane operator, busy interviewing teachers for his schools.

Himmel, the expeditor talking about his little daughter.

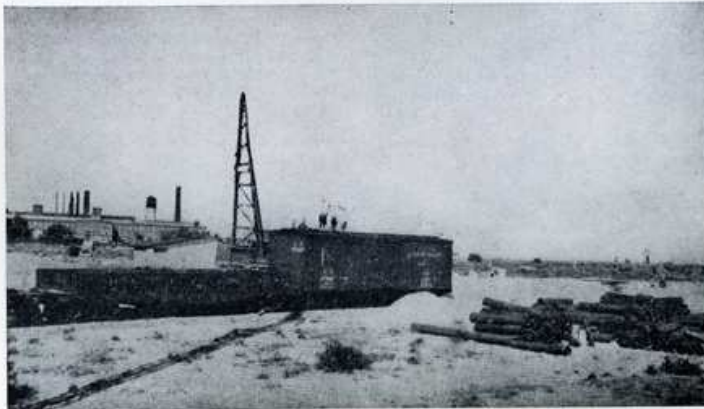
Eddie Murray, Mold Loft Storage, doing a fine job although he is short of help.

The layout girls are doing a fine job.

Bill Davison and Bill Moran must have a big deal on the way; they scan the sport page of the morning paper.

Reporter: GEORGE BONSALE

SUN SHIP'S MOST HISTORIC PICTURE



SUN SHIP IS BORN — FEBRUARY 1916. It was in February 1916 that ground was broken for the then newly organized Sun Shipbuilding and Dry Dock Co. In the picture the first two car-loads of tubing which came into the yard over improvised tracks are shown. Notice the Eddystone Print Works in the background.

**Does your family have your
button number?**

**Valuable time will be saved in
an emergency call if your number
is quickly accessible.**

**Keep a record of the number
handy so that every member of
the family knows where it is.**

**SERVICE EMBLEMS
JULY, 1944**

SALARY

66-81	A. Sutton.....	10 Years
88-2	A. Martin.....	10 Years

DRAFTSMAN

38-51	R. Shaw.....	15 Years
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YARD

4-250	M. Aprainoff.....	20 Years
55-28	W. McCormack.....	20 Years

55-107	A. Shinn.....	20 Years	66-51	M. Bottush.....	15 Years
59-73	G. Brownhill.....	20 Years	67-306	L. Bernard.....	15 Years
66-45	J. Zeattle.....	20 Years	67-317	E. Phillips.....	15 Years
66-47	J. Papi.....	20 Years	68-266	A. Tantor.....	15 Years
69-27	C. Meek.....	20 Years	34-196	J. Lindsay.....	10 Years
84-88	G. Mears.....	20 Years	33-69	R. Gray.....	10 Years
84-202	M. Flowers.....	20 Years	30-2010	M. Margulis.....	10 Years
8-269	J. Carrow.....	15 Years	33-10529	O. Crews.....	10 Years
8-545	G. Adrain.....	15 Years	42-88	C. Dambro.....	10 Years
33-4425	W. Drake.....	15 Years	47-1056	M. McGroarty.....	10 Years
34-515	C. Harvey.....	15 Years	59-443	D. Impagliazzo.....	10 Years
36-60	S. Cuddy.....	15 Years	66-78	W. Brogan.....	10 Years
36-555	O. Lyons.....	15 Years	74-74	E. Hoffman.....	10 Years
59-4204	S. Cole.....	15 Years	91-905	J. Meehan.....	10 Years



W. Drake, 15 years, E. Phillips, 15 years, J. Carrow, 15 years, J. Lindsay, 10 years, C. Dambro, 10 years, R. Shaw, 15 years, D. Impagliazzo, 10 years, J. Quartermus, 15 years, and G. Brownhill, 20 years.

G. Mears, 20 years, M. Burk, 10 years, A. Tantor, 15 years, M. Torres, 20 years, J. Meehan, 10 years, J. Zeattle, 20 years, and C. Meek, 20 years.



M. Margulis, 10 years, R. Gray, 10 years, M. Bottush, 15 years, P. Herasimchuk, 15 years, O. Lyons, 15 years, E. Hoffman, 10 years, F. Sydlowski, 10 years, and C. Harvey, 15 years.

A. Martin, 10 years, S. Cole, 15 years, A. Sutton, 10 years, J. Papi, 20 years, and M. Flowers, 20 years.

All of the above named employees were requested to report to Mr. Burke's office to receive their service pins. If any of these men have not received their pin, it is requested that they call for same.

STORERUMORS — 80 DEPT

Ann Holdren and Evelyn Kennedy went down South for their vacations. The girls had a grand time. The natives of Roanoke dolefully shook their heads at Evvy's Yankee talk and almost disowned Ann for losing her southern drawl.

Stella Zabitka is proudly sporting the pin she won as a member of the diamonds who took the summer mixed league bowling championship at the Armory.

We are sorry to report that after nine weeks Miles McClain is still in the Osteopathic Hospital, very, very ill. Miles has had four blood transfusions. We hope he will be well on the way to recovery by the time this goes to press.

The question of the day. Where did Toomey win ninety cents on his vacation? Although Jim wrote us he won it, he won't say where.

Why does E. Williams blush so becom-

ingly when referred to as our modern day Valentino?

Charlie Williams spent a very pleasant week in Virginia. However, Charlie came home refreshed but minus 7 pounds of good flesh. That must have been some week.

With our vacationists: Jack and Madeline Favinger visited Wildwood, Seaford, Del., Virginia Beach and Luray Caverns. Ration board note — by train, boat, bus and taxi. Maddy is still seeing wheels going round.

Harry Meredith off to Florida for two weeks. Don't say "Wish you were here," Harry. We do too.

Baby also went to Florida to see Jack. We half expected to hear wedding bells, but no dice.

Welcome back to R. Childs who was out six weeks due to an injury.

Birthday greetings to "Jim" Plummer, Dolores Deromed, Mary Felinich and Virginia Detwiler.

At the rate Emory Bidgell and his gang are going J. McBride will have to assign a

special engine to him. They sure are stepping.

Hartman and Robby seen in a sweat looking for a missing bill of lading. All looked bad until Hartman noticed that Robby was looking in the July file for an August bill. What is it?

The passing parade: Harmer riding the Tanker float in the Labor Day Parade. Some wag wanted to hang a sign on the float reading, "What is wrong with this picture?"

Ask Toni and Stella to show you those pictures of them taken in Wildwood when they wore grass skirts.

Our hand closed a very successful season at Deshong Park on August 31st, 1944. The program was received with great enthusiasm. Tommy Leeson and the boys deserve a big hand for the many hours of rehearsal they put in during the hot weather, and a very fine job.

Blanche Donnelly's family is certainly
(Continued on Page 20)



A Major Contribution to the War Effort, A T-2 Tanker — Sun Designed — Sun Built.

HOW MANY OF THESE SUN SHIPS DID YOU HELP BUILD?

Our Record — Oct. 1917 to Sept. 1944

Hull No.	Name	Date Launched	D.W.T.	Hull No.	Name	Date Launched	D.W.T.
1	Chester Sun	10-30-17	10,600	29	Gulfstar	7-31-20	10,630
2	Sabine Sun	2- 2-18	10,540	30	Elisha Walker	8-25-20	10,600
3	Radnor	3-23-18	11,590	31	Agwimars	11-23-20	10,600
4	Lancaster	5- 5-18	11,572	32	Agwiworld	12-22-20	10,600
5	South Bend	10-29-18	12,130	33	Joseph Seep	10- 9-20	10,440
6	Marica	11-30-18	12,130	34	W. J. Hanna	10-30-20	10,440
7	Neponset	7- 4-18	11,437	35	Jos. M. Cudahy	1- 8-21	10,640
8	Deerfield	8- 4-18	11,437	36	Samuel L. Fuller	12-11-20	10,640
9	Edellyn	1- 4-19	11,876	37	Cerro Ebano	2-19-21	12,940
10	Sol Navis	2- 4-19	11,876	38	Cerro Azul	2-26-21	12,940
11	Hanover	8-30-19	10,375	39	J. N. Pew	4-23-21	13,282
12	Dryden	11-22-19	10,375	40	Agwihavre	4- 2-21	12,880
13	S. B. Hunt	6-14-19	10,527	41	Agwimex	8- 6-21	12,880
14	Geo. H. Jones	7-12-19	10,529	42	Pennsylvania Sun	2- 3-23	12,880
15	Conshohocken	1-31-20	10,375	43	Delaware Sun	12-31-21	14,136
16	Cajacet	1-17-20	10,575	44	Foldenford	5-12-21	10,540
17	Sunbeam	8-16-19	11,258	45	David McKelvy	6- 4-21	10,630
18	Sunshine	10- 4-19	10,600	48	Sunoco	12- 4-20	10,600
19	Gulftrade	12- 6-19	10,590	49	Millville	5- 8-22	.....
20	Atlantic Sun	3- 6-20	11,223	50	Haddonfield	5-15-22	.....
21	Salatiga	4- 5-20	11,480	51	Delaware	4-25-22	791
22	Widgeon	5- 5-18	G. T. 950	52	Miami	4-25-22	791
23	Teal	5-25-18	G. T. 950	53	Haleakala	9-18-22	1,209
24	Brandt	5-30-18	G. T. 950	54	801	11- 8-22	1,000
25	Toledo	7-24-22	779	55	802	11-15-22	1,000
26	Agwisun	5-29-20	10,600	56	803	11-22-22	1,000
27	Agwimoon	6-19-20	10,600	57	Dickenson	2-17-23	565
28	I. C. White	7-14-20	10,600	58	A. Mackenzie	11-20-23	1,716

Hull No.	Name	Date Launched	D.W.T.	Hull No.	Name	Date Launched	D.W.T.
59	W. L. Marshall	11-20-23	1,716	114	P. & R. No. 21	8- 9-28	.....
60	Dan C. Kingman	3-22-24	1,716	115	P. & R. No. 22	8-16-28	.....
61	Wm. T. Russell	5-21-24	1,716	116	City of New York	10-19-29	9,306
62	A. D. Co. No. 15	12- 2-22	357	117	Blue Sunoco	4- 6-29	2,485
63	N.Y.C. Oil Barge No. 1	2-17-23	1,070	118	Cayuga Sun	7-10-29	745
64	N.Y.C. Oil Barge No. 2	2-17-23	1,070	119	Seneca Sun	7-17-29	745
65	Troy Socony	5-12-23	1,800	120	Pacific Sun	12- 2-29	14,540
66	E. J. R. R. & T. Co. 29	3- 7-23	730	121	Tidemotor	8- 6-29	714
67	E. J. R. R. & T. Co. 30	3-10-23	730	122	Chester Sun	2-15-30	14,540
68	E. J. R. R. & T. Co. 31	3-16-23	730	123	Western Sun	5-10-30	14,521
69	Carteret	6- 9-23	470	124	Eastern Sun	6- 7-30	14,521
70	P. & R. No. 3	5-31-23	1,000	125	Tidewater	8- 9-30	14,705
71	P. & R. No. 4	5-31-23	1,000	126	Tidewater Associated	9- 6-30	14,705
72	N.Y.C. Oil Barge No. 3	11-26-23	1,070	127	Brilliant	11- 5-30	14,550
73	Schenectady Socony	4- 5-24	1,925	128	Comet	12- 9-39	14,363
74	Amsterdam	4- 5-24	1,925	129	Raritan Sun	6-18-30	733
75	Rome	4- 5-24	1,925	130	Passaic Sun	6-26-30	749
76	Oswego	4-24-24	1,925	131	Northern Sun	1-31-31	14,677
77	Burlington	5- 8-24	1,925	132	Southern Sun	3-21-31	14,828
78	Trenton	3-25-24	348	133	Mercury Sun	12- 8-31	14,791
79	N.Y.C. Oil Barge No. 4	3-25-24	1,070	137	Daylight	5-16-31	14,593
80	E. J. R. R. & T. Co. 32	3-25-24	625	138	White Flash	9-10-31	887
81	B. & O. No. 179	9-23-24	585	139	Socony No. 15	6-24-31	1,429
82	B. & O. No. 180	9-23-24	585	140	Socony No. 16	7- 1-31	1,428
83	Colorado	5-23-25	100	141	Sunoco No. 50	.....	102
84	A. D. B-1	5-23-25	200	142	Sunoco No. 51	.....	102
85	P. R. R. No. 605	3-10-26	3,058	143	Sunoco No. 52	.....	102
86	P. R. R. No. 608	3-10-26	3,058	144	Sunoco No. 53	.....	102
87	P. R. R. No. 525	11-10-25	1,061	145	Sunoco No. 54	.....	102
88	P. R. R. No. 526	11-27-25	1,061	146	Seatrains New York	9-14-32	10,897
89	P. R. R. No. 517	10-24-25	832	147	Seatrains Havana	9-26-32	10,897
90	P. R. R. No. 518	10-28-25	832	148	Oil Transfer No. 23	3-29-33	1,242
91	P. R. R. No. 567	12-17-25	2,100	149	Texaco No. 324	5-11-33	1,700
92	P. R. R. No. 568	1- 6-26	2,100	150	Franklin	6-27-34	882
93	Wicomico	2-17-26	.....	151	Meadville	3- 7-36	340
94	Oil Transfer 14	3-10-26	300	152	Princess Anne	5-18-36	450
95	Sunoco Jr.	5-18-26	142	153	Gulfbelle	4- 4-36	11,402
96	Sunoco	9- 7-26	1,818	154	Gulfdawn	5- 2-36	11,402
97	Sunoco No. 4	6-29-26	425	155	Pan-Amoco	9-25-36	15,515
98	Delaware No. 2	1- 4-27	400	156	Pan-American	11-14-36	15,515
99	Cascajales	11-20-26	112	157	Mobiloil	12-30-36	15,515
100	Ivor	12-18-26	1,211	158	Mobilgas	1-30-37	15,515
101	Gulfspray	2-17-27	371	159	Texas Sun	3-24-37	15,800
102	Gulfsprite	2-26-27	371	160	J. W. Van Dyke	11-20-37	18,105
103	Tydol	4- 4-27	1,910	161	Wallace E. Pratt	10- 2-37	13,055
104	Axtell J. Byles	8-10-27	14,361	162	Esso Baytown	10-30-37	13,055
105	Colonial Beacon	6-11-27	1,786	163	Louisiana	6- 5-37	12,380
106	Sunoil	10-22-27	14,549	164	Florida	8-26-37	12,380
107	Mary Ellen O'Neil	1-23-28	18,583	165	Rhode Island	10-19-37	12,380
108	P. R. R. No. 566	10-21-27	2,100	166	W. H. Berg	12-14-37	12,700
109	P. R. R. No. 569	11- 2-27	2,100	167	H. D. Collier	1-29-38	12,700
110	Sun	7-14-28	14,586	168	Pennsylvania Sun	5-20-38	17,870
111	Super "X"	6-14-28	1,146	169	Robert H. Colley	7- 9-38	18,105
112	P. & R. No. 19	7-12-28	.....	170	O. M. Bernuth	4-30-38	12,950
113	P. & R. No. 20	7-24-28	.....	171	Associated	6- 9-38	12,750

(Continued on Page 18)



AMERICAN BOYS NEEDED BEHIND BARBED WIRE. Tired, dejected, gray, but not lost to America. They look to us to furnish those things so necessary to maintain health and hope through the War Prisoners' Aid. It will be months after the end of hostilities before all these boys will be liberated.



THIS FAMILY IS IN A JAM. War greatly increases family problems. Crowded living conditions, sons and daughters in the service, new jobs, property and financial string all lead to emotional upsets, distress and broken homes. And if homes crack the nation cracks. Keeping families united is part of the job of your Community Fund — part of our job of "TAKING CARE OF THINGS AT HOME."



A MOBILE UNIT OF THE U.S.O. This brings cheer and comfort to our boys and girls in service. A portion of your dollars will aid in this mobile building work, which will be needed even more after the fighting stops.



SOUP: A pitifully small ration is doled out whenever the ravages of war have caused the death. Blended with charity, we shall share our good fortune with those left in the wake of battle. As more troops are liberated, the need becomes greater.

SUN BACKS COMMUNITY FUND & WAR CHEST IN 3-POINT DRIVE TO RAISE \$300,000

The most important job facing each of us today is to raise \$300,000.00 needed to support thirty-eight separate organizations indispensable to the well-being of our servicemen, our allies, and each of us here at home.

The Armed forces have expanded tremendously; more of our own boys are prisoners of war; our allies require more food, medicine and clothing; social, health and youth problems have mounted at home. To meet these greater needs Sun Ship workers will respond more generously than ever before.



SOMEBODY'S LITTLE GIRL. Bewildered by a chaotic world, she is one of millions of children everywhere who depend on you to guide them toward a better life. The various agencies supported by the Community Fund and War Chest seek aid to help them — on the other side of the street or the other side of the world.



A VISITING NURSE GIVES BEDSIDE CARE. This is a part of our responsibility — not only to protect the unfortunate but to prevent accidents. In extended cases such as darts, or stroke, pneumonia, etc., if not discovered, may spread through the whole community area, long your home.



SKILLED HANDS PERFORM AN EMERGENCY OPERATION TO SAVE A LIFE. Community health is worthy of your financial support of hospitals, health centers, and clinics.

Hull No.	Name	Date Launched	D.W.T.	Hull No.	Name	Date Launched	D.W.T.
172	Coharron	1-7-39	18,230	227	Elkay	5-30-42	16,300
173	Seakey	5-4-39	18,230	228	Emmaky	7-25-42	16,300
174	Esso New Orleans	4-1-39	18,230	229	W. C. Yeager	7-7-41	19,165
175	Donald McKay	4-22-39	8,652	230	Atlantic States	12-31-42	13,435
176	Mormochowk	5-18-39	8,652	231	Seakey	2-14-42	18,346
177	Mormocreen	6-15-39	8,540	232	Markay	8-29-42	16,350
178	Mormocove	7-6-39	8,540	233	Gulf Maracibo	7-9-42	14,050
179	Mormogull	8-28-39	8,540	234	Sobine Sun	2-28-42	17,770
180	Mormocark	9-18-39	8,540	235	Esso New Orleans	6-29-42	16,387
181	E. J. Henry	7-29-39	19,465	236	John D. Gill	11-15-41	19,165
182	Mormospenn	10-11-39	11,970	237	Esso Raleigh	9-22-42	16,387
183	Mormocoyok	11-14-39	11,930	238	J. H. Tuttle	10-21-42	17,750
184	Mormocland	12-14-39	11,930	239	K. C. Storer	1-18-43	17,760
185	Mormocool	1-11-40	11,930	240	Carl Caribbean	11-27-42	13,995
186	Rio Hubson	11-27-40	9,080	241	Gettysburg	2-2-42	16,615
187	Rio Parana	12-18-40	9,080	242	Bunker Hill	4-16-42	16,615
188	Rio De Sa Plata	3-1-41	9,080	243	Dorchester Heights	5-22-42	16,615
189	Rio De Janeiro	4-12-41	9,080	244	Harlem Heights	5-30-42	16,615
190	Ohio	4-22-40	14,075	245	Calusa	7-10-42	16,615
191	Seastrin Texas	3-9-40	10,969	246	Oriskany	8-17-42	16,615
192	Seastrin New Jersey	5-28-40	10,969	247	Sillwater	9-7-42	16,630
193	M. E. Lombardi	9-28-40	7,692	248	Nanomeath	10-21-42	16,574
194	Robert C. Tuttle	5-11-40	19,400	249	Cherry Valley	11-11-42	16,588
195	Esso Augusta	6-22-40	18,000	250	Newtown	12-7-42	16,700
196	American Sun	7-31-40	18,000	251	Quilford	12-29-42	16,555
197	Esso Little Rock	9-3-40	17,928	252	Fort Lee	2-25-43	16,538
198	Oklahoma	11-7-41	14,113	253	Vero Cruz	2-6-43	16,540
199	Ocean Mail	3-24-41	9,600	254	Charubusac	3-23-43	16,520
200	Island Mail	6-21-41	9,600	255	San Antonio	4-16-43	16,522
201	China Mail	7-26-41	9,613	256	Pueblo	5-11-43	16,527
202	Lightning	8-23-41	8,595	257	Shish	6-7-43	16,426
203	Serpis	9-27-41	8,595	258	Cross Keys	7-5-43	16,434
204	Stag House	10-18-41	8,595	259	Seven Pines	7-28-43	16,420
205	Shooting Star	12-20-41	8,595	260	Chickamauga	8-20-43	16,422
206	Sea Serpent	12-30-41	9,595	261	Murfreesboro	9-15-43	16,429
207	Esso Williamsburg	2-8-42	17,950	262	Opines Mills	10-9-43	16,435
208	Stamox Melbourne	3-29-42	16,725	263	Ferryville	11-3-43	16,301
209	Stamox Palembang	5-10-42	16,725	264	Brandy Station	11-27-43	16,241
210	Stamox Wellington	6-7-42	16,725	265	White Plains	5-30-42	16,480
211	E. H. Blum	3-17-41	19,200	266	Valley Forge	6-25-42	16,615
212	Atlantic Sun	1-11-41	17,942	267	Policeman	7-31-42	16,628
213	Esso Rochester	1-9-43	18,378	268	Tienderoga	8-24-42	16,590
214	Esso Buffalo	5-11-43	18,358	269	Barnington	9-29-42	16,602
215	Esso Richmond	4-27-42	18,250	270	Fort Stanwick	10-29-42	16,602
216	Esso Columbia	9-7-42	16,436	271	Brandywine	10-10-42	16,587
217	Esso Albany	8-2-41	16,440	272	Germanstown	11-11-42	16,536
218	Esso Trenton	9-6-41	16,840	273	Caribbean	11-27-42	16,572
219	Esso Philadelphia	11-20-42	17,725	274	Vicennes	12-7-42	16,533
220	Esso Pittsburgh	12-18-42	17,725	275	Kings Mountain	1-21-43	16,685
221	Aekay	10-11-41	16,300	276	Cowpens	12-21-42	16,685
222	Kalkay	1-17-42	16,300	277	Halsok's Hill	1-31-43	16,534
223	Kennedy	1-3-42	16,035	278	Entow Springs	3-10-43	16,783
224	Colorado	2-28-42	14,035	279	Pala Alfa	2-30-43	16,545
225	Montana	3-21-42	14,035	280	Buena Vista	3-23-43	16,532
226	Jorkay	4-18-42	16,300	281	Cerna Goedo	4-7-43	16,515

Hull No.	Name	Date Launched	D.W.T.	Hull No.	Name	Date Launched	D.W.T.
282	Contraera	4-21-43	16,543	339	Blackstock's Ford	4-3-44	16,200
283	Maline Del Rey	5-8-43	16,530	340	Marine Eagle	5-10-43	15,016
284	Chopulnepe	3-20-43	16,527	341	Marine Raven	6-28-43	3,379
285	Jalapa	6-5-43	16,528	342	Marine Robin	8-16-43	9,457
286	Parate	6-19-43	16,425	343	Marine Wolf	9-18-43	4,670
287	Bull Run	6-29-43	16,415	344	Marine Devil	10-13-43	4,672
288	Bolly Bull	7-12-43	16,420	345	Marine Panther	11-15-43	5,450
289	Appomattox	7-21-43	16,404	346	Marine Dragon	1-15-44	5,450
290	Monocacy	8-10-43	16,436	347	Marine Fox	4-26-44	5,450
291	Front Royal	8-21-43	16,428	348	Marine Hawk	6-24-44	5,450
292	Winchester	9-14-43	16,440	349	Marine Lion	7-10-44	5,450
293	Sharpsburg	9-29-43	16,441	350	Marine Dolphin	7-25-44	5,450
294	Fredericksburg	10-7-43	16,427	351	Marine Walrus	8-1-44	5,450
295	Chancellorville	10-19-43	16,418	352	Marine Beaver	10-8-44	5,450
296	Petersburg	10-30-43	16,423	353	Marine Owl	8-15-44	5,450
297	Spotsylvania	11-10-43	16,325	354	Hanging Rock	1-12-44	16,292
298	Vietsburg	11-20-43	16,330	355	Frenchtown	2-8-44	16,294
299	Chantilly	12-4-43	16,341	356	Esso Springfield	3-8-44	16,296
300	Harpers Ferry	12-13-43	16,326	357	Lyon's Creek	4-4-44	16,293
301	Manassas	12-20-43	16,316	358	Port Royal	4-28-44	16,200
302	Mahers Hill	1-7-44	16,288	359	Karsten Wang	5-20-44	16,310
303	South Mountain	1-21-44	16,290	360	Cotham	6-19-44	16,285
304	Williamsburg	2-5-44	16,282	361	Manville	7-15-44	16,298
305	Coonth	7-21-42	16,421	362	Tampico	8-10-44	16,286
306	Kanesaw Mountain	8-19-43	16,439	363	Sowley Creek	9-11-44	16,290
307	Mill Spring	10-8-43	16,420	364	Esso Portland	2-24-44	16,292
308	Fairfax	10-21-43	16,410	365	Esso New Haven	3-8-44	16,281
309	McDonnell	11-8-43	16,320	366	James Island	4-9-44	16,286
310	Lookout Mountain	11-15-43	16,335	367	Whitehorse	3-31-44	16,298
311	Missionary Ridge	11-30-43	16,338	368	Fort Cameron	4-12-44	16,288
312	Opequan	12-6-43	16,323	369	Canowba Ford	4-24-44	16,298
313	Louisburg	2-10-43	16,581	370	Fort Cumberland	5-5-44	16,292
314	Fort Necessity	2-28-43	16,700	371	Esso Camden	5-23-44	16,298
315	Fort Duquesne	3-11-43	16,781	372	Esso Scranton	6-5-44	16,283
316	Fort Niagara	4-20-43	16,522	373	Esso Memphis	6-17-44	16,286
317	Charlestown	5-6-43	16,520	374	Esso Roanoke	6-26-44	16,284
318	Bloody Marsh	5-29-43	16,535	375	Gloria	7-13-44	16,284
319	Great Meadows	6-11-43	16,426	376	Hobkirk's Hill	7-20-44	16,289
320	Lake George	6-6-43	16,472	377	Blackwater	8-3-44	16,287
321	Crown Point	6-17-43	16,427	378	Turkey Island	8-31-44	16,286
322	Clonning	6-30-43	16,436	379	Dewey's Bluff	9-8-44	16,290
323	Brandywine	6-28-43	17,375	380	Black Jack	9-28-44	16,290
324	Georgia	2-23-43	17,892	381	Esso Union	4-20-44	16,292
325	Delaware	7-12-43	13,845	382	Mangroves Mills	5-1-44	16,289
326	Indiana	8-14-43	13,847	383	Moor's Fields	5-17-44	16,297
327	African Coast	4-8-43	13,100	384	Lake Erie	5-30-44	16,300
328	Falens Hill	12-18-43	16,331	385	Polar Placemat	6-12-44	16,299
329	Cedar Creek	12-15-43	16,333	386	Cedar Mountain	6-24-44	16,295
330	Five Forks	12-31-43	16,204	387	Ridgefield	7-7-44	16,288
331	Kernstown	1-15-44	16,289	388	Kentia Creek	7-20-44	16,293
332	Somringo	1-31-44	16,285	389	Rich Mountain	8-7-44	16,283
333	Boundbrook	2-12-44	16,285	390	Groveton	8-15-44	16,287
334	Fort Schuyler	2-19-44	16,308	391	Diamond Island	8-28-44	16,290
335	Sag Harbor	3-6-44	16,287	392	Valverde	9-15-44	16,290
336	Hagra	3-21-44	16,207	393	Chrysler's Field	9-28-44	16,290

all out on the war effort. Blanche has four brothers in the various services and the balance of the family in war work.

Our sympathies to Frances Mosteller on the death of her father. We are very, very sorry to hear of her loss and offer our condolences.

"Anglin'" in Aberfoyle

Many thanks to R. Leedom for the following:

Ken Reed is now in business for himself. Best of luck Ken, but don't forget the old gang would like to sample some of that famous soda.

We are all glad to know that Mrs. Buckingham better half of "Buck" Buckingham has returned home from the hospital.

Frank Thompson is considered the landscape expert of Leedom Estates. His lawn is beautiful, but you must see the fence.

Harry Bass, Ralph Hall and Dick Kilday, assisted by George Duncan, have recently completed their morning job and have a fine new set-up for spares.

Art Morgan's eyes are like liquid pools of something or other, but it's the hay-fever. We sympathize with you Art.

"Marsh" Moody has been on the triple jump pinch-hitting for the vacation boys.

Two new faces (only to Aberfoyle) have appeared this month namely "Scotty and Nate. They are knee deep in left over material.

Capt. Larsen and "Fern" Causse are keeping up their fast pace of splicing. It takes good men to keep the "Life Boat Gang" in ammunition.

**News and Views From No. 2 S/R—
Thanks to Gilmore**

It is with regret that we note the passing away of John Crummie's wife. May we extend to John our sympathy.

Danny Devlin says he doesn't mind hauling lunch in for Suden and Sterinsky, but he would appreciate their help in carrying it.

Stevenson has become a promoter. He is staging a big dance October 5, 1944.

We are glad that Murphy and Milligan are in accord on their political views. Many enlightening discussions take place at lunch time.

Rae Wooten spent a swell week up-State renewing old acquaintances.

It is with the deepest regret that we offer our sympathy to Mr. and Mrs. C. Turnbull on the death of their child. The youngster had been seriously ill with pneumonia and succumbed Monday, September 11th. The entire department is very, very sorry.

Reporter: SID ROBINSON

STORES ACCOUNTING

"Dottie" Tillman gave us all a pleasant surprise on August 11th by announcing she was to become the bride of Daniel Spires, EM 3/c, U. S. Navy. The couple were married August 14th at 7:30 P. M. in Parkside Methodist Church.

Lillian Jones was also married on August 26th at 7 o'clock in the Bible Presbyterian Church of Chester to Cpl. Raymond P. Pennington, formerly a counter from 91 Dept. Cpl. Pennington has just returned from 27 months overseas training in the South Pacific.

Reporter: GRACE HITCHENS.



ONE OF SUN SHIP'S MOST COLORFUL WEDDINGS took place on August 19th when Marie Remm of the Draft Deferment Office and Morris Powell, GM 3/c of the U. S. Navy, were united in marriage in St. Robert's Rectory. After an informal reception at the bride's home, the couple left for the Blue Ridge Mountains, Virginia, where they spent their honeymoon. Our Yard extends its best wishes to Mr. and Mrs. Powell for their future happiness.

WHO'S WHO IN 98 DEPT.

We were all glad to see Mary return from the South, but she's gone again this time to Ocean City for a week.

What does John Hall have that gets the girls? From now on it's "Casanova Hall." Fran just returned from spending a week in Canada.

We want to welcome Mrs. Griffith to the Employment Office, and we hope she will be with us for a while.

Winnie Wilson is getting ready for another week at the shore. Must be the salt air that gets her.

Dottie is now keeping some sailor company. Variety is the spice of life, so Dottie says.

Why does Doc make all those trips to Ohio??? Must be something interesting out that way.

Anne Davis is now recuperating at her home after having her tonsils removed.

Louise returned last month from spending a week at Wildwood by the Sea.

Kelly's daughter is a new pin-up girl for the Employment Office, and meeting no opposition.

Kay Cuff should have less trouble now since three of the mail boys are missing. Make up your mind Kay.

All till next month.

Reporter: L. L.



45 DEPT. NORTH YARD, WET BASIN HULL OUTFITTING — Top row left to right: Sloan, Wilson, Grant, Hazrl, Bennett, Mann. Second row: Carrivale, Brown, E. Haight (foreman), Salvano, asst. foreman Davis, asst. foreman Texter. Third row: Warfel, Tully, Rrmley, Kornaga, Seidell, Leader Bobst, McLaughlin, Harkins.



SOUTH YARD CRANE OPERATORS, FAB. SHOP — Front row left to right: C. Whaley, J. Popka, M. Mauser, E. Potter, H. Lewis, F. Buffington, G. Evans. Back row: J. Hinton, I. Hamilton, E. Herbster, S. Draper, M. Neiman, J. Fowler, J. Tomko, and W. Burke.

36 DEPARTMENT MACHINISTS

The arrival on August 19th of 9 lb. 3 oz. Michael Anthony Poleck brought about a regular deluge of cigars for which we wish to express our thanks and to wish 36 Department's Stanley Poleck and the Mrs. lots of luck for themselves and the baby.

Well here we are back from vacation again. All tanned up, as usual, what with cavorting along the beach with the merry maids, battling the mosquitoes, helping the children try out the various amusements, hauling in large and protesting fish, sending a few cards, succumbing to the allurements of large glasses of cold beverages and that long ride home on the train. Boy, guess we will never learn just how much we can take.

The family of Dave Harris was given a real treat when Dave's two boys Jack and Fred were home on furlough together. Both boys are in the Navy. Jack having learned his trade at Wetherill and Fred upon finishing high school immediately "joined up". Dave is justly proud of his two boys and we all join him in hoping that they come through safely and return home better qualified to carry on as a result of their experiences and training.

Shop Machinist Paul Rule, commonly called "Snowite", created quite a furor when he recently showed up in the uniform of the Coast Guard Reserves. The appearance of the handsome "Snowite" was greatly enhanced by the uniform and we hereby caution the Mrs. to keep an eye on him.

Tidings of Big Bud Goheen show that upon completion of his boot training he is now taking an Electrical Engineering Course at Purdue University, Lafayette, Indiana. We are sure that Bud will make good wherever he goes and that he will return better qualified than ever for a successful career.

Johnny Miller writes to let us know that he is now on another Pacific island, safe and sound. He describes it as a very beautiful place, full of coconuts, pineapples, and bananas. He says the natives are tiny and plentiful and live in huts just as you see them in pictures. He expressed great pleasure at having met little Ralph Emery (formerly 36 App.) over there and likes the camp life there and says they are living like kings. Johnny asks for all his old buddies and promises some real Army life stories upon his return.

Pierce Robinson, former Dry Dock Expediter, writes sending his first impressions of France and says it must have been a very beautiful place before the war but that it is pretty well torn up now. He tells with just pride of his outfit having been awarded a unit commendation by Gen. Saylor, ETO Ordnance Chief, for the assembly, under fire, of more vehicles than any other outfit there and for a better job on those assembled than usual. He says that when he hit the beach he saw several Sun-built ships laying off shore and was thereby given a real thrill. He enclosed clippings from the "Stars and Stripes", Servicemen's Newspaper, telling of his outfit having set up shop and turning out a ¾ ton Dodge Commando and reconnaissance car just 33 hours after landing and Major General Saylor, after inspecting the

BILGE 'N BALLAST

What's in a name? At the launching ceremony the name bestowed upon a ship becomes one of her identifying characteristics. To avoid confusion, vessels of the same size and class are not given the same name. It is true that the name "Leviathan" has been simultaneously borne by a trans-Atlantic liner and a tug boat, and that "Texas" has been carried by a battleship and a tanker; but one could hardly mistake any of these, and so the name of a ship becomes peculiarly her own. She is also assigned an official number by the U. S. Customs Service and is required by law to be marked with the same, usually on the forward beam of No. 1 Hatch.

The selection of the name of a ship is rightly the prerogative of the owner. In connection with the T-2 tankers building at Sun Ship, the U. S. Maritime Commission has established a policy of naming them after battles, military actions, or skirmishes that have taken place on continental American soil. Deviations have occurred when the vessels have been taken over by others of the Allied Nations under Lend-Lease or purchased outright by private companies.

The C-2 class freighter have been named after famous vessels of the clipper ship era. Such names as Surprise, Lightning and Stag Hound are typical of this class.

In some cases, when the ships are built to private account, the owner has a trade name or compounding of the company name included as a part of the ship's name! e. g. MormacYork (Moore-McCormack Co.), Esso New Orleans (Standard Oil Co. of N. J.) and America Sun (Sun Oil Co.).

Naval practice in naming fighting and auxiliary craft under its jurisdiction has been as follows:

BATTLESHIPS—Names of States.

CRUISERS—Names of Cities.

AIRCRAFT CARRIERS—Names of battles important in American history, or famous warships.

DESTROYERS—Names of deceased officers and enlisted men of the Navy and Marine Corps, former Secretaries of the Navy and Congressmen associated with naval matters.

SUBMARINES—Names of fish and other watery denizens.

MINE CRAFT—Names of birds.

vehicle, declared that "the organization that did this job probably broke a record for getting into a combat area, getting set up and actually getting production under way. We can readily understand Pierce pointing with pride to these accomplishments and we in turn feel good to think that much of his training took place here at Sun Ship. We congratulate them heartily on their fine showing for we all know that the old saying about getting there "firstest" with the "mostest" really bears fruit and that is just what these boys are doing.

The vacation season has again reminded

GUNBOATS—Names of islands.

PATROL CRAFT—Names of precious stones and minerals.

OIL TANKERS—Names of rivers in oil producing states.

REPAIR SHIPS—Names of mythological characters as Vulcan, Medusa, etc.

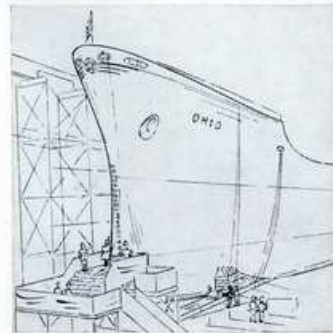
TRANSPORTS—Names of famous battles, as Chateau-Thierry.

HOSPITAL SHIPS—Names for kind and humane attributes.

TUG BOATS—Names of Indian Tribes.

AMMUNITION SHIPS—Names of Volcanoes.

SUPPLY SHIPS—Names of heavenly bodies.



It should be noted that many converted vessels and those under the jurisdiction of the U. S. Army do not come within the scope of the above system.

Under normal peace time regulations the name of every merchant vessel is required to be marked upon each bow and upon the stern. Likewise the name of the home port must be placed on the stern. In no case may letters less than 4 inches high be used for this purpose. Name board must be fitted on each side of wheelhouse.

In addition, under the same regulations, the equipments of a vessel such as lifeboats, oars, life rafts, life rings, life preservers, fire hose, fire axes, and buckets must be painted or branded with the ship's name.

—Frank Pavlik.

us of the value of cooperation. Example: Just picture the wonderful coat of tan which would result if all those freckles would just get together.

Mrs. L. A. Donohue, the mother of Al Mackubin one of 36 Dept's, Central Yard, 8 year men, became a member of the Sun Ship family on Sept. 8 when she entered our guard force. She had previously been at Baldwins as a guard and has an honorable discharge from the Army. Here's hoping that she likes her new job and will be with us for a long time to come.

Reporter: DICK CLENENNING

WELDING LINES

Salesman Sam says:

Don't Let Up—Keep on Buying Bonds. D. Di Tomasso and E. Krausen are two proud fathers, of a boy and girl, respectively, and both born on the same Sunday. Congratulations men.

Merit medal of the month goes to "Mike" Lattore, Welding Engineering Dept., a conscientious man doing a good job. "Mike" will not rest until all tests show that welding done in our yard is as perfect as it is humanly possible to get. Keep up the good work, lad.

If, on these chilly mornings you happen to notice any of the men walking with a pronounced spring in their step, a brighter twinkle in their eyes and exercising either their left or right fore-fingers, no matter how young or old, you can jot him down as one of those gents who are impatiently awaiting the chance to again roam the fields, mountains and woodlands during the coming game season. To these men a bit of timely warning is in order. Abide strictly by the hunter's ten commandments furnished to you in supplemental book form with your hunting license. Play safe so that you can be back on the job after your day afield, and last but not at all least, make sure your rifle and shotgun bores are absolutely clear of heavy grease, cleaning patches or other matter that could cause a great breech pressure and consequently burst barrels. To you men, good luck and good hunting.

In answer to the great number of queries from "59" men regarding the Sun Ship Annual Picnic, it is my guess and I hope I am right, that this would be an empty holiday outing and was by-passed and rightly so, in favor of much needed production. After peace, and when our yard has resumed its happy family status I venture to say that we will take up where we stopped, with bigger and better Sun Ship Annual Picnics.

We are having guests from the S. Y. (Wolf Welders) this month. Do your best C. Y. to make them feel at home.

Observed at a recent local fire—Charlie Di Tulleo wearing his hip length firemen's boots "vice versa" or a la chaplin. Incidentally Charlie has added the Home Guards to his string of affiliations.

Although not in their dept. your reporter would like to congratulate two men of our Safety Dept. Congratulations to "Pop" Cressy for his untiring efforts in behalf of our safety and thanks for the splendid cooperation given us by him. Congratulations along the same lines to "Sam the Safety Man" and in addition congratulations on the arrival of the youngster to your household. We depend on men of your calibre for our safety.

E. Krause formerly of "59" and now with the U. S. Army recently paid a visit to friends at Sun Ship. Only in the service a few months "Kraussie" has already won his expert medal with the carbine. A natural dead eye Dick, eh boys?

Take a tip from Broome and do your job with a clean sweep.

Andy Semeister is back from a much enjoyed and well deserved vacation.

HELP WANTED: Two welders, one from N. Y. and one from S. Y. to act as reporters for 59 Dept. in their respective yards.

No experience necessary. Contact Mr. Carr at the OUR YARD office, Central Yard, or your reporter through the No. 5 way welding clerk. There must be some news in those two yards.

Be there a welder with soul so dead who never to himself hath said I've got to weld more, for the "boys"?

What welder was goaded into throwing away a perfectly good, and at present hard to get, cigar because he thought it was loaded, since he came by it so easily? Was it C. S. Korn-y?

Joe Blythe has been sporting a beautiful pair of BLUE shoes.

Now that vacations are over let's get "59" back in the center of the groove and finish '44 with a flash.

Note: (Not a welding eye-flash).

Reporter: A. CORVELLI

66 DEPARTMENT
Green Hornet

Paul Ando has got himself a new girl friend. He won't tell us her name but he says she sure is a honey. What a man! You better watch the rest of Bennett's gang or you won't have her long.

Ray Marcelline is now Captain of a 26 foot motor boat. And it is not a musical boat either. Ray you better make sure to put pumps on her, before you go to sea.

Who is the certain man in F. A. McShane's office that said raise it down 3 inches? It's a tough one to guess boys. But give it a try.

"Sam" Stivala is all aglow now that he found out that he was high man in bowling the other night. It will be hard to keep him now.

Charlie Lambert really likes his chewing tobacco. He wouldn't be able to work without it.

Baldy McGhee told us a good one the other day. He told us about washing dishes the day his wife went to the bank. He had the dishes all in the water ready for the soap chips, and picked up a box which he thought was chips, and let the dishes have it. But what he thought was soap chips, turned out to be corn flakes. Baldy said he's glad the wife wasn't home at the time.

Harry Camp is now making cork ducks. They will be the real thing when they are painted.

When "Brent" Gillinger moves he doesn't leave anything untouched. He even closes the attic windows now.

Frank Mosser is trying to find out the meaning of "Pommadore". He says it is not a Navy term.

If Tom Carville keeps putting on weight we won't be able to tell him from "Bill" Swafford.

Mr. C. Pennwell was quite overjoyed with the write-up we gave him last month.

Howard Wilson really surprised the gang the other night at the Penn Alleys—he bowled three one hundred games and I mean he was really surprised himself.

That man Greer is still waiting to get his 30 tons of coal. It looks like the miners will have to work overtime for that order.

"Popeye" Burton is still trying to be a bowler. We will have to get Ray Marcelline to teach him.

Joe Vangergast is still waiting for some one to give a good one. I think you will have a long wait Joe.

George Craig is now a happy man. He has plenty of room in the back of the shop to work.

H. Wilson started his vacation on Saturday evening. We know from previous experiences that he will be missed around the office.

Frank Mosser, alias "The not so Ancient Mariner", is rapidly becoming a real skipper on that sail boat of his'n.

A. Pennwell, the carpenter shop Leader, figured that after running from one end of the shop to the other for 50 weeks he needed a rest—so he went to New York and ran from Harlem to Chinatown, to Coney Island, etc., for a vacation.

It seems that when John Fry went on his vacation that he felt he would like to be real comfortable, so he ups and builds himself a nice hammock and carts it all the way up to Lake Wallenpaupack. When there he hung it up from tree to tree and relaxed in it. Now Freddie Weiss wants to thank him for doing all this, because he



58 DEPARTMENT, NORTH YARD, THIRD SHIFT—Bottom row, left to right: C. Ferebee, R. Tracey, E. Koslosky, Asst. Foreman, W. Horton, S. Babe, Foreman, J. Holman, P. Little, H. Maffei, J. Shea, F. Antonini. Middle row: I. String, D. Hassel, G. Singleton, K. Barnett, C. Sykes, M. McAleer, A. Geller, H. Hassel, W. Patsell, and R. Brown. Top row: J. Hooks, F. Walker, W. David, E. Mitchell, R. Partlowe, L. Manness, R. Jackson, C. Czerwinski, L. Gelski, J. Pretti, A. Lilienfeld, N. Bloom, P. Bryant, and F. Slifka.

went up there himself and says he really got a lot of use out of that hammock.

The question man almost had J. Bonner stuck on the two dollar question the other day. But he came through with flying colors. It's good it wasn't a tough one.

"Bill" Hart came into the office the other morning with two lunches. Baldy McGhee asked him what was the idea of two lunches. Bill's answer was "I forgot to get hungry yesterday." That was enough for McGhee.

"Spike" Burnley said he was going to turn a new leaf over one of these days, but he doesn't know what day.

It looks like Bill Retting has everything running smoothly in the upper half of the Central Yard.

All the Leaders feel better now that vacation time is about over. They can concentrate on their own gang.

Joe Sage can sure knock the maples down. And he tries to go down the alley himself to help the ball out.

It looks like we will have to make up a collection for Jr. Mims. He lost part of his hat the other day.

Walter Brogan came in the office the other day all dressed up in a brand new cap. But the gang all knew him, so he didn't go over so big.

Norman Lloyd of North Yard is really dressing up pretty peppy these mornings. It must be the weather.

Cold weather must be coming around we see Jack Witt is raising a new mustache. That's a sure sign.

Frank, "Voice of Experience", Talley is taking on more weight or more clothing. Scotty Scott will soon be dressing up like a bear. That lumber yard is a very cold spot.

Well, "Weasel" Bardner will be getting a lot of help right now for "Slim" Rankel came back from his vacation.

Well this is all for this month. "so just grin and bear it".

Reporter: LESTER "DUTCH" SHINER

SUN SHIP INTER-OFFICE TELEPHONE SYSTEM

The installation of this equipment began October 10, 1939, was completed, tested and started operations January 8, 1940, having a total capacity of 140 direct lines, and 8% trunking. It averaged 2493 completed calls per day, with 11 all-trunk-busy per day (all-trunk-busy meaning all trunking facilities are in use at one time) for a yearly total of 910,030 completed calls and 4333 all-trunk-busy for the first year of operation (1940).

In January 1941 ten more lines were added, retaining 8% trunking but increasing to a daily average of 3701 completed calls, the daily average all-trunk-busy increasing to 62.

By this time business increased to the point where the switchboard could not possibly carry the new South Yard, so again in January 1942 the switchboard was expanded from 150 lines 8% trunking to 300 lines and 10% trunking. At this time there could be 30 simultaneous calls at one time involving 60 telephones. During the year 1942 the daily average of completed calls had increased to 12,261 with a daily average all-trunk-busy of 858.

The first phones were installed in the South Yard in January 1942, while the North Yard had its first phone installed one month later.

Increased business again called for more communication facilities, in January 1943, so the equipment was increased from 300 lines, 10% trunking to 400 lines and 20% trunking. At present there can be 88 simultaneous conversations using 160 phones. The daily average for the year 1943 increased to 21,286, the all-trunk-busy dropping down to 181. It can be seen that the increased trunking greatly facilitates your inter-communications, so far this year the daily average is 20,424 completed calls, the daily all-trunk-busy being 52.

The Sun Ship Inter-office Telephone System has upwards of 500 miles of under-

ground telephone lines with many more miles of aerial lines and cables. The telephone office is equipped with special signal equipment, signifying at a glance certain switchboard troubles. The office is equipped with test equipment to test all lines regardless of location or length, and all telephones for trouble such as dial speeds, shunts, crosses, grounds, bad cords, opens, and receivers that have not been replaced at the end of the conversation. When the latter happens a loud tone will be induced over the line to signify to the persons in the office that their receiver has not been replaced.

This system is operated solely on batteries which supply all power to operate the switchboard, run the driving motors that generate ringing current, dial tone and busy tone as well as talking battery.



SUN SHIP TELEPHONE SERVICE MAINTENANCE MEN — Quentin Bucari is testing a dial on one of our inter-office phones while D. I. Phillips, in charge of inter office phones, looks on.



F-2 FITTERS, NORTH YARD, THIRD SHIFT — Bottom row: M. Grossman, H. Levin, J. Tomaszewski, Leader, and J. Maslin. Middle row: J. Sadusky, J. Wishnow, H. Martin, C. Marcantano. Top row: W. Gilgore, W. Morton, J. Rizzo, H. Tham, and A. Matlock.



SHEET METAL SHOP LEADERS, No. 4 YARD — Left to right: Ed Caum, Dave McCracken, Jack Rhodes, Rudy Kamisar, and Glenn Moss.

33 DEPARTMENT FLASHES

We sometimes regret that "OUR YARD" is a monthly publication, instead of a weekly or even daily; because it taxes our modest intelligence and descriptive prose to "brag" about our efficient supervision and the hundreds and hundreds of first-rate mechanics and workers we have in the Department. And in all fairness to these men who are "tops" we must submit our apology and say that space doesn't permit us to give them the publicity they deserve each month. We will endeavor to inform the other employees in the yard about them during the course of time. Our sketches for the month include three of the afore mentioned supervision.

Foreman in Central Yard, Morton "Buzz" Paul, one of the first citizens of Wallingford, and one of the most conscientious and painstaking supervisors in the entire Yard. "Buzz" has made his particular line of work look like a "fielding chance", but it took years and years, and now he can relax a bit and look with satisfaction at the finished product. When you say "De-gaussing on Tankers," you say "Buzz". As to his other fine qualifications, well, don't think that he isn't envied by the other fellows in the gang, when they find that he is driving out to that sylvan retreat of his at Wallingford, a picture of pastoral calm and setting that compares favorably with those pictures one gazes at in the movies. His home life is one of charm and simplicity and we know that his first loyalty and love is his home. We learn by devious ways that his hobby is one indulged in by thousands, but we can truthfully say that our friend "Buzz" is no longer an amateur but a first class professional at those twin sports—hunting and fishing—and our secret conspirator has also informed us that Buzz would rather sit in a fog-bound duck blind and wait for a good shot, than spend several hours in some other place. And he is just as nimble at tossing out that line for the speckled beauties. Good luck, Buzz, in all your endeavors.

Our second sketch outlines the portrait of another keen sportsman and first-rate supervisor, Paul Brinton. We had to do a good bit of detective work to find out about Paul's hobbies, and are still at a loss as to most of them. We believe that his first love is to sneak away from the noise of his country home, with his fair lady as his co-partner, and search the highways and by-ways until he finds a retreat that can furnish him with a good, thick steak; plenty of french-fries and other delicacies; then sit for hours over his tall glass. No hard feelings, Paul, but we do envy you with those steaks, and we know that you are not telling "tall tales" when you give out information about your work; because it is highly scientific and technical and deserves the congratulations of your fellow-workers for a job well-done.

Our third portrait must be introduced to all of you, because he is such a modest fellow that he just goes along working hard each day, and lets some others receive the plaudits of the mob for their work. But we refuse to take this attitude, because his work deserves praise for its outstanding merit and unselfishness. As the M.C. of the floor show says, "Take a bow — Ray Smith", the able and efficient assistant to Willis in the Maintenance Department.



OUTSIDE FABRICATING SHOP, SOUTH YARD — Front row, left to right: Wells, Chamberlain, Olaszewski. Second row: Turner, Shenney, Roe, Perretta, Burghart, Novack, Lane, Smalles, Bardsley, Finks, Asst. Foreman. Third row: Luke, Kauffman, Walsh, Olshansky, Dutch, Gentile, Ippolo, McCusker, Inkpin, Taylor. Fourth row: Melsner, Draper, Dugan, Hudak and Maskin. Fifth row: Dworkin, Archie, Donsky, Petrowski, Vanderveer, Hobbs, Dougherty, Conrad, Smith, Solonika, Short, Lloyd, Harasika, O'Day, and Riley.



PLATE SHOP, NORTH END, THIRD SHIFT, NORTH YARD — Bottom row: M. Belcak, N. White, C. Neal, J. Andonoglow, M. Field, Leader, S. Miller, M. McKeown, R. Carey, P. McGowan, C. Levis. Middle row: W. Cocchi, R. Uderman, C. Zivillico, J. Karadumas, M. Wilson, A. Latvira, V. DiStegano, F. Neal, and L. Lehman. Top row: C. Rosenthal, W. O'Connor, H. Mann, M. Kelner.

And if you fellows don't think that Ray has a tough job, try to take care of all the temporary lighting, maintenance, water coolers, fans, and then some more water coolers and see how you like the job. Like many others in this Department, this well-known citizen of Ridley Park is also fond of fishing, and likes nothing better than to sneak away from the bustling world into a quiet corner of the woods and sit and commune, while the brook trout, the rainbows and bass are biting. If you haven't made the acquaintance of Smitty, you're lacking in the knowledge that you have met all the best fellows in the yard. He's "tops" in the department and in his own division of the Electrical work.

And naturally, we could go on for pages and pages and tell you all about the splendid work the others are doing, but space does not permit. We could tell you about the good work of the maintenance crew, the two "Jims" and how they are kept on their toes fixing lights, the elevators at the main office, taking care of the various departments and store rooms. About the first class work that is being done by our armature winders and the female shop workers

in the central, south and north yards.

And we couldn't let the issue go by without informing the world about the new job our mutual friend, "Jack" got. By duly constituted authority and being impressed with the manner in which he handled his probation for the past two months, it was our pleasure to see Jack receive the promotion he deserved. He has been appointed "Floor Walker" for the No. 33 Department Shop. Is he proud of his new title and job? Well, just watch him and try to wipe that broad smile from his face. It can't be done! Good luck Jack, but watch those birds from the other shops when they try to infringe on your territory. Frank and Bill want to know why no "Assistant Floorwalkers?"

We are told that Dolores is still considered a "bad debt." Ask her for the answer? We were thinking seriously of having Sam transferred to No. 33 Department, so that he could take better care of her.

Marge is excited over the snapshots from Southern China. We don't blame her one bit.

Our sympathies must go to "Bob" for the ribbing he is getting about the reac-

tion from the vitamin-plus tablets he took for several weeks. The fellows upstairs take exception to the positive guarantee he tried to foist on them. They want to see Bob in action before they believe that he received beneficial results.

It becomes necessary for us to get an experienced opinion from the Paint Shop as to whether or not tinged blonde and red mix as a color combination. Light hair and red hair seem to be too much of a contrast. Perhaps we may be induced to give away the secret of this combination in our next issue of the magazine.

Nancy's visit to the beauty shop paid dividends. The tail gate of the department truck now sports four instead of three individuals at the dinner hour. But then Nancy turns around and has us flabbergasted with the vivid combination a few days later—green and a bright yellow splash across the overall suit of green.

Hold everything, fellows! We have been informed that Obie has come to life in the North Yard and is going to give OUR YARD Editor a break with his ready wit and humor. We missed those poems lately. Watch for his stuff in an early issue from the North Yard. Joe fell down on the job this month, hence nothing to report from the Southern Front, or should we say from the "Battle Front" and this is said advisedly. Wake up Joe, or you'll be in Obie's class.

Metz has a big smile on his face. And why not? Because his son passed all his tests with flying colors, receiving the marksmanship badge, and he is forging his way ahead with a rapidity that betokens well the training and sage advice of his dad.

The employees of the Department joined in condolences to our good friend and worker on the Second Shift, Adam Kestel, in the sorrow that was his, in receipt of the tragic news of his young son, reported "Killed in Action" in France, July 14th. Meager words seem so trifling and valueless at a time like this; but there is something priceless that clings on, in the knowledge that his death was not in vain; and that from the ashes of this buried hope will arise an everlasting symbol of spiritual uplift and awareness that the supreme sacrifice paid by this young man will enshrine him in the hearts of all his fellow men for ever.

EDITOR'S NOTE: OUR YARD on behalf of Sun Shipbuilding and Drydock extends its heartfelt sympathy to Mr. Kestel in his bereavement.

Reporter: HOMER REIGLE.

TAKE ONE—EVERY WEEK

You have noticed copies of *News of the Week* at the canteens, cafeterias, personnel offices, gates and lobbies of buildings.

This is intended to serve as a plant bulletin and keep you informed of the events of the week.

You are missing a bet if you're not getting a copy every Friday and you are not treating the family right if you don't take it home.



CHAPPIE VAN DOREN

"Chappie" said you would have to go back 24 years to find out how he got his nick-name. They were in building No. 3 shipway and the crane operator yelled, "Hey Chappie, come over here and give me a hand." The nick-name stuck.

"Chappie" T. Van Doren needs very little introduction to most of us. He is as much a part of each trial trip as the ship itself. In fact, "Chappie" proudly states that he has missed only four trial trips in 20 years. And that's a lot of sailing.

"I remember when I started to work at Sun," said Chappie. "It was 24 years ago. I started out as a passer-boy on rivets and was later moved up to general work in the yard. Then twenty years ago Mr. Pew gave me my chance. I was made Room Steward or Cabin Boy on the trial trips.

"You really had to hustle around then. The cook stoves burned wood and sometimes it was quite a job to get the fire going if the draft wasn't right. I remember when we had to turn the boat completely around to get the fire going. Breakfast wasn't served until 9:30 that morning. We sure had a hungry bunch on our necks. Then we had coal-burners; they helped out some. When oil stoves came along I thought we had reached the peak of convenience. But those all electric kitchens can't be beat. The difference in galleys and cabins today is tremendous over con-

ditions 20 years ago. Today comfort and safety are had by all."

"Chappie" stopped to think back, then continued, "We had some funny trips. Once the weather was so bad that almost everyone was seasick. All you heard was cries of Chappie get me this and Chappie get me that. I felt sorry for the men, but to tell the truth, I didn't feel so good myself. Then once in a while some minor breakdown would delay us a couple of days. What a job then to get extra food, water and linens for the men.

"I remember when Mr. Pew, Mr. Haig, Mr. Hudson and Mr. Carney used to make the trips with us. They were fine gentlemen and always had a little joke up their sleeves. Everyone enjoyed the trips. And as each ship became better than the one before, they were all proud and happy as children at Christmas time."

When asked what stands out most in his mind, Chappie replied, "The many fine gentlemen I have met in my career. There were officials from Sun Oil, Moore-McCormack, Texas Co., Socony Vacuum, Gulf Co. and very often some foreign government men. They were all grand men and everyone knew Chappie. They would talk to me and I would hear some mighty interesting stories."

For all his good nature, the boys will tell you that "Chappie" T. Van Doren is a strict disciplinarian and no nonsense goes on in his precinct. He does his job and does it well and is as fussy over his charges as a mother hen over her brood.

Good luck to you Chappie, and may you sail another 20 years with Sun-built Ships.

—SID ROBINSON.

BURNERS' RAMBLINGS

Even though this be a belated salute, it is none the less, heartily given. Tommy Ryan, a burning leader, with twenty years' service at Sun Ship misses being the second oldest burner in point of service by only eighteen days. He has three sons doing military service for the United States. Hugh J., a former welder at Sun, is with the 17th Engineers, actively serving with General Patton's Army. Thomas P., is with a Gas Supply Battalion. William F., formerly of the boiler shop at Sun Ship, is a Fireman, 1st class, aboard a destroyer. There is a younger boy and girl. Tommy has been father and mother since 1935 when he lost his wife. We pray with him,

that his family will be reunited soon. God bless you all.

We have in our department a man of prayer. Elder E. M. Jones, a burner, held prayer meeting during Saturday lunch period, between 5 and 6 way. A preacher since 1931, Brother Jones has helped spread peace and prayer. Last week he offered this prayer, "God bless the heads of Allied Governments, with divine wisdom in conducting the war, assuring Victory and Peace."

Russ Frank, his wife and their daughter Dorothea is one happy family. Russ plays the harmonica, Dorothea the trumpet, and the Missus the piano. Their daughter is also an accomplished dancer though only fourteen years old. How to be happy even

in a bomb-shelter.

Steve Palma, shortstop on the Delco League Media ball club, has a strange case. Steve's wife, a dancing teacher, knows every ball-room dance, up to the latest. Steve is still dancing the Charleston. You should hear him rave on the nineteen-month-old pin up girl at his home, Katherine.

Freddie Giannascoli has no trouble making anything he burns fit perfectly. He was a tailor pre-Pearl Harbor. He speaks a good deal of a better half, Josephine, and three year old Dominick.

Angelo Grasso and his fiancée are friendly this week. Angie, you know, true love does not run smoothly.

Mr. Pilachowski, the burning leader, better known as "Ponzi", is a former seaman. He has tales of mermaids and monkeys for his companions. Better stories than those of Paul Bunyan.

Max Wiesen, who would rather exercise his hobby, photography, than sleep, and brother that's saying something, has equipment worth weeks' pay. Some day it may pay off. Keep snapping.

To those who have wondered at the whereabouts of Sam Spiegel. He is now a burner at the baseball field. Howdy, Sam.

Stubbs has a correction to offer. In a recent column chewing tobacco was mentioned as his hobby. Says Stubbsie, "I chew only at work, I smoke a pipe at night." Correction accepted.

Men of mystery. We can't get any news about them. To many requests for items of them we can only nod in their direction. Nick Delloso, Frank Harris, Larry Plews, and "Iggie" Jankoski.

Condensed from a recent newspaper column of Major George F. Eliot:—"To relax now, to think this war is almost over, is to lessen the total effort of our armed forces at the very moment when that effort should be mounting toward its absolute peak without a moment's respite or relaxation."

Keep those torches high for Liberty.

Reporter: TED LOUPUS

FAR GREATER THAN GOLD

*I stood upon the sandy shore,
And gazed far out to sea
I saw a lonely distant ship,
A sailing straight for me.*

*The nearer she drew, the larger she grew,
And I wreathed her around in dreams,
Pretended I'd find, her cargo all mine!
So as she sailed toward me, I schemed.*

*Silver and gold and treasures untold—
Rubies and gems for my hair—
Satin and laces in boxes and cases,
The wealth of the world would be there!*

*But as she drew nearer, I saw on her side,
A flag painted white and red.
A cross, a red cross, and a background of white,
And all dreams of wealth, quickly fled.*

*For I saw on her deck, with smiles in their eyes,
Soldiers galore, and I surmised,
They were happy to see their country once more,
Though wounded and hurt, how great, to see shore!*

*The toll of the war, like the toll of the sea,
Like wans beating on, and on endlessly—
The wounded, the dead, coming back from the fray
On a hospital ship, to face a new day.*

*And happy was I, though different my dreams,
Of silver and gold, and all precious things,
The cargo it held was far greater than gold,
Some mothers' sons coming back to the fold!*

Mrs. MAX HECKER.

91 DEPARTMENT
2nd Shift

Misses Margaret and Mary Muldoon, members of the faculty of Chester High School, who have worked with us during their summer vacation, were presented with a farewell party by members of 91 Department (second shift). At the end of the party each was given a lovely compact and linen handkerchiefs. A wonderful time was had by all present.

Eve Williams would like to express her thanks for kindness extended to her during her recent illness, and for all the lovely cards and gifts she received.

Mary Ann has completed her course in First Aid, and she is now slipping a few helpful hints to Rita Phillips who has been selected to take over.

Just a little jingle of some of our key sort girls. See if you can guess who they are:

"Helen's a new addition"
We'll know her better after a while.

"E's a girl named Edith"
Who always wears a smile.

"Ida is a black haired girl"
The wife of a Sea-Bee.

"Isabelle's her sister"
She makes a lot of fun.

"Anne sits right beside her"
And helps with every pun.

"L stands for Lily"
Pyle is her last name.

"J is just for Julia"
Another in key sort.

Mr. Merrill brings the cards, Mack keeps us in line.

Ben Knight's guilty conscience has forced him to confess to the theft of the Thompson spaghetti a few months ago. Harry Kevis was an accessory before and after the fact.

Mr. MacDonald, Mr. Carty, Mr. Banks,



GIRL BURNERS, 3rd SHIFT, NORTH YARD — Bottom row: E. Diviney and D. Burke. Top row: K. Fromal, E. Reynolds, M. Webb and M. Milbron.



SUN SHIP'S FIRE BOAT, which was bought by the Company through Mr. Carney for the use of the Volunteer Firemen of Sun Ship. The boat is 40 ft. long, has a 7½ foot beam and has a speed of about 12 knots. Installed on the boat are three 500-gallon auxiliary pumps which have a maximum pressure of 250 lbs. Two lines can be run from each pump.

There are 2,000 feet of hose, and adapters of different sizes. All are manned by experienced men from the Rigging Department. The Fire Companies on each shift have used the boat in their drills and found it to be useful and satisfactory in fighting fires on piers and shipways.

Mrs. Helen Thompson and Miss Mary Cisco were among the throng who attended the races at Garden State Track. The entire group would appreciate a little overtime to put them on their feet again.

Reporter: RITA PHILLIPS

**91 DEPARTMENT
SHOP CLERKS**

Frances McIlhenny's brother, Jack, who is in the army, has returned from overseas, and has been promoted to the rank of Captain. Jack formerly worked in 91 Department. Salary.

Ann Hardman's cousin, Walter Welsh, who worked in the Wetherill Plant, was wounded overseas and is now in a hospital in England.

Terry Sporey has returned to work after several months' illness.

Fay Ellis has recovered from a recent operation and is now back on the job.

The girls from the tonnage contract department are better known as the "Four Good Humor Girls."

Marge Howley and Gertrude Williams were visiting Marguarite Lykens recently in Atlantic City and they claim that there is no shortage of man power in that city. (Lucky them).

Hazel Turner has been helping Sam Taylor of 47 Department and is doing a fine job on the typewriter.

Ralph Grieco Jr., is home from Guam and Saipan. Ralph formerly worked in 36 Department and is the son of Mrs. Gertrude Grieco, 91 Department.

Aviation Cadet Jack Grieco, Jr., formerly of 33 Department and son of Jack (Curly) Grieco of 91 Department has returned to Enid Army Air Field, Enid, Oklahoma, after spending a 10-day furlough with his parents. Jack expects to be sent to pre-flight school at Kelly Field, Texas, in the near future.

Anyone having a shoe stamp that they do not need, will please contact Rose Phillips and keep her from going barefoot.

Eileen Brown has been in the shipyard so long and seen so many ships that she now prefers the Navy.

George Burns frequently invites the Scrantonians over to his home for a feed of fresh corn.

When Mabel Berkey is busy with her work, who does she blame for the interruptions, and why?

Alice McCray of 91 Department and Gerald R. Allen of 59 Department were married on September 16, 1944 at 7 P. M. at Mount Zion Methodist Church in Darby, Pa.

Ted Dix claims that he is not a hard loser at quoits so your reporter hereby publicly apologizes to Mr. Dix.

In our last issue Dan Everly's name was published to read Donna Everly. We are sorry for this error, Dan.

Reporter: ED BELL

34 DEPARTMENT

34 Department would like to put in a word of praise for assistant foreman George Buchanan and his one man fire department, Jack McLaughlin, at the fire Labor Day at No. 3 way and did they labor? Jack pumped while George held the hose. Nice work George, beating the Fire Marshal too.



A TYPICAL SCENE IN THE CENTRAL YARD DISPENSARY showing four of the nurses (Mary Carney, left, Jane Williams in the rear of the room, Catherine Williams and Miriam Thompson on the right) taking care of the men who have sustained minor injuries while working in the yard. Behind the partition one can see Dr. Alex Szitty taking care of one of the many eye cases that line up daily for treatment in the dispensary.

**SUN SHIP VOLUNTEER FIRE
COMPANY No. 1**

The regular monthly meeting held on August 21, 1944 had 76 members present.

The Fire Chief and his assistants gave their reports on fires and fire drills held during the last month.

We are pleased to report that since the fire company has been having men come in on Sunday for fire duty that many fire hazards and incomplete equipment have been reported to Director G. Carney and most all have been overcome.

Fire Prevention Week will be held on October 8-14. The firemen as well as the employees are urged to keep this in mind and try to prevent fires and report on any fire hazards that may be found in the yards.

There were eleven new members accepted into our fire company at this meeting. We wish to welcome them and hope to see them at all affairs of the company.

The following two men have left the company for our armed services: D. Turner, 59-1387, D. Seaman, 47-2846. We wish them

luck wherever they may be.

Any employee with experience with an outside fire company can join our company by contacting the fire chief, assistant chiefs or any officer of the company.

The entertainment committee is now working on some kind of an affair for the men for some time in October.

We have been hearing H. Evers of the Wetherill Plant telling everyone how good a pinochle player he is but now we hear that chief Worrilow has changed his mind.

We wonder if Assistant Chief J. Gorman has seen Chief Worrilow's new boots yet.

Ask C. Ancott of 42 Department about the big fish he caught or didn't catch on his vacation.

We hear that E. Wertz of the Wetherill Plant uses pepper for a good hair tonic.

We also hear that H. Evers walks around with his pocket full of vinegar.

We wish B. Fleck lots of luck and hope he gets over that operation he had and hurries back. We all miss him at our meetings.

Reporter: F. FRYER, 47-570



CLOSING CONCERT AT DESHONG PARK — Bill Muscello is singing, "You Always Hurt the One You Love". Dick Bell, Assistant Personnel Officer, who acted as M.C., is at extreme left.



WETHERILL PLANT EMPLOYEES listening to the broadcast over the amplification system at noon-time, No. 2 shop. Top row, left to right: C. Blake, A. Green, D. Sheehan, M. Zanzinger, W. Merrill, F. Middleton, F. Uhl. Middle row: T. Smith, W. Reynolds, J. Lastowka, K. Schack, J. Maitland, A. Eaton, B. Snow, P. Serreno, J. Storrie, A. Lastowka, R. Stebner, R. McCoy, A. Letrinko, P. Hock, T. Foy, H. Sharples, E. Britt, H. Kretz, J. Hricinak. Bottom row: F. Esrey, F. Newsham, A. Watts, J. Miller, T. Trojan, A. Graham, G. Barrat, J. Doran.



FLOOR AND BENCH ASSEMBLY MACHINISTS, WETHERILL PLANT No. 3 SECOND SHIFT— Front row left to right: J. Karmen, J. Barrie, E. Firlein, J. Roust, L. Mansell, B. Dixon and G. Walters. Back row: J. Hocpes, E. Godshall, F. Renfroe, J. Karlson, M. Shumaker, and T. Broomall.



WILLIAM EMSLEY, second from left, having a choice tid bit of an electric light bulb to the amazement of several of his fellow employees of the Wetherill Plant maintenance department. "Bill" has been with Sun for seven years, is married and resides in Chester. He is the parent of five children, three girls and two boys. One son, Frederick W., is with the Navy stationed in England. Before coming to Sun he had his own auto repair shop. His hobby is fishing. When asked how he accomplished this he answered: "Oh! Just usual routine."
The other men shown are James Logue, William Graves, Elmer Rothwell, Charles Grant.

88 DEPARTMENT GUARDS

Looks like Rouse showed the boys that Frackville is definitely on the map. John brought a map with him and he claims you can hardly see Chester. John is a former police officer in this town.

The boys look like sweater girls with sweaters of all colors and shapes during the past two weeks on the midnight trick.

Understand one fellow who said we could not stand the cold has his under his shirt. That right Cap?

Cassidy says that when the war is over he will hop the first boat for Ireland.

Guess Olsen will pull for Sweden.

Saw Miss Smith in town today, our former guardette and she wants to be remembered to all the boys. Grace says she misses all of us.



JOHN McCLAY, Wetherill Plant Dayshift storekeeper, has been employed for 15 years in the storeroom. He is an ardent bass horn player and has been a member of the Sun Ship Band since it was organized. He has played all over the United States, as a member of circus bands and orchestras. He is single and resides in Upland, where he was born.



DAVID CATT, 34-891, has been with Sun Ship for two years and six months as pipefitter. He is 34, a Cherokee Indian from the Reservation in North Carolina. He was formerly with the Indian High School at the reservation as maintenance man. He is married and has one child. Dave enjoys his work at Sun Ship.

GUARD DEPARTMENT

Capt. Mills-Capt. Johnson's squad is giving its annual musical and entertainment for the benefit of the Sons of Rest on their next regular meeting. John Rouse who is a silver tongue baritone will sing "Sweet Adeline". David Morris will favor us with "Old Man River". Earl Vail will recite that famous poem "Little Boy Blue". Harry Lewis will give an imitation of a "Tom Cat" calling to his lady friend. Wayne Morris will give a short talk on "How to shoot deer and eat venison". Raymond, who just came back from his vacation, will demonstrate "How to stay out of the dog house". Jas. Cassidy will dance the "Heel and Toe" as seen in the parking lot by moonlight. Harold Yost will sing "Sweet and Low" or "Time flies but where does it go?" Olson will give out with the "Lost Chord" if he can find it. Joe Brennan will play the lead in a sketch "Your Number's Up". Tom Bertwell from the Mold Loft will render "Tom, Tom, the Piper's Son". Admiral Weget will be "Rocked in the Cradle of the Deep".

La Dagman will recite "Why did I Leave My Home in Florida?"

Ed Hurst likes the new song "Kentucky". Sam Bailey will give out with the ballad written by his uncle "Old Bill Baily, play the Ukelele". George Thorpe from Norris-town will imitate the "Turkey in the Straw". Uncle Danny is going to buy "Golden Slippers to climb the ladder that leads up to his throne on 8 way. Cherry the wolf will recite "When the Frost Comes on the Pumpkin and the Fodder in the Shock." The meeting came to a close with Mack our genial host and our quartet consisting of Padden, Knapp, Taritero, and Barton singing "Home Sweet Home".

Sam Gast who recently underwent an operation is rapidly recovering and will soon be back on the job. We are looking forward to hearing him sing his famous song "Sleep".

Reporter: NORRIS, 88-191



WETHERILL PLANT AND HEADLEY BUILDING GUARDS — Left to right: William Goslin, James Ralston, Joseph Woodward, and George Allen.



COPPER SHOP BOYS, No. 4 YARD — Front row: W. Owen, J. Spencer, A. Malone, A. Baillow and J. Middleton. Back row: H. Baker, R. Dilliard, W. Yancey, L. Freeman, B. Knock and A. Ingram.

U.S. MARITIME COMMISSION
Headley Building

Miss Cullen is spending her vacation in Atlantic City and the "Trial Board" is patiently awaiting her return. Have a swell time "Dottie".

Miss Council spent her vacation in the back yard and had a box of Salt Water Taffy sent up by mail. She really got a tan too.

Guess it's Miss Delaney's turn now to get her sun tan and be sure you go to the shore Helen.

No. 4 YARD NOTES

While some of the leaders of this Nation were being thoughtful about the segregation and Jim crow of the Negro, there arose one man who put forth his ideas in a very different manner. That man has a heart that must be big. Some seventy-nine years ago President Lincoln freed the Negro from the bonds of slavery. He said that all men shall be free and that this government shall be for the people, and by the people. However, that man failed to instill into the minds of other races that the Negro was a human individual.

When this great man of whom I spoke before opened the No. 4 Yard for all Negro employees he led the pace, he opened the way for you, for me, for hundreds of others that we know not.

He gave us the chance, an opportunity to show the world that we were able to do anything that anyone else could do, he gave us the best equipment that money could buy. He opened the gates to a new world. The new world offers us the advantage that every American citizen is rightfully entitled to.

He gave you and me the chance to do the things that we want to do. The chance to use our heads, our hearts, and all that we possess in the manner that suits us best. We are now at the place where for the first time in the history of our Nation we can secure our future in a better financial manner. We can set aside a certain amount for the education of our children — that opportunity comes best in the purchasing of War Bonds.

Mr. Pew, I want to voice the thanks of all of us here in No. 4 Yard. We are thankful for this golden opportunity.

Reporter: A. BORDERS

65 DEPARTMENT
North Yard—2nd Shift

J. Alexy, 65 Dept. Fireman, spent a week at Wildwood Beach. Watch his back boys, it's really sun-burned.

We're glad to have Moran back on the job after being operated on for appendicitis.

Ben Gantz, Al Tetlan and Tim McClay had a nice time on a fishing trip last weekend at Beach Haven. They said they caught plenty of fish but none of the boys saw them.

Marty Fabian had company from the Navy. Lew Duncan and family, formerly of 65 Dept., North Yard, came home on furlough.

Glad to hear Harry Miller recovered his car and that it is still in good shape after being stolen from the parking lot this week.

The second shift boys in the Central Yard are glad to have Mr. Lafferty with them again. He had spent some time on first shift while the day shift foremen had their vacations.

We're sorry we could not contact all yards for items this month but we promise you, with the cooperation of all yards, we will have a bigger and better column next month. Get your items in early.



SERGEANT BREWSTER ships and receives all galvanizing and expedites it to various departments throughout the Yards. He was formerly connected with the Purchasing Department and has been with Sun for 7 years. Sergeant is married and resides in Springfield with his wife and two children, Jacqueline and Sergeant III.



MARIAN SCHATTNER as she appeared recently on "Sweet Land of Liberty". Marian is a Welderette in Central Yard and has been with Sun Ship for one and a half years. She was born in London, England.

COPPER SHOP

Mr. and Mrs. David Anspack spent a week in Atlantic City to see the beautiful girls. Dave acted as one of the judges and picked the winner. Not bad picking.

In the past few weeks we have found out that Jack Ousey goes in for fishing. He has been to the shore twice and does all right.

Art Whaley is looking for an airplane and then he is going to take lessons. Here's luck to you Whaley.

Mrs. J. Dougherty has baked her first cake since she has been married. Jim said it was darn good, too. Next it will be pie.

R. McFate, one of the Copper Shop apprentice boys, was struck by an automobile in front of his home in August. Result, another broken leg. McFate is home where he will remain with his leg in a cast about six weeks. We wish him a speedy recovery and hope to see him back on both feet very soon.

The boys in the Copper Shop are still putting out plenty of good work considering the number of men we have lost to the service. Everyone must work twice as hard as he did a few months ago. Keep up the good work and the good attendance.

Reporter: Shirley Spencer.

86 DEPARTMENT
First-Aid—North Yard

Because of vacations we have had quite a few relief nurses—Misses Carney, Danowski and Jakubowski were here from Central Yard. "Eddie" Urban and "Al" Vosik relieved at Central.

Changes have been made in the Clerical Department too. "Dot" Mitchell has gone to South Yard and Vera Edwards to Central. Anne Swaka, formerly of Central Yard Dispensary, is working here now.

On August 10th, we celebrated Esther's birthday — she received nice gifts from the girls.

Humor: — Overheard in the Dispensary: One fellow was teasing another about being "Hungry". The fellow answered him, "Yeah, they're taking up a collection so I can have a loaf of bread."

Attention "Tootsie" — Why haven't you been seen around the dispensary lately?

Note the picture of the soldier "Pat" McHale. Helen Carney can give added information about him.

HISTORY OF MUTUAL BENEFIT AT SUN SHIP

By RICHARD CLENDENING

I remember when Sun Ship had no Mutual Benefit Association and when an employee who died without funds or relatives was buried in Potters Field. Then John G. Pew, the new president, started a movement which led to a great humanitarian plan that has benefited tens of thousands of men and women and cemented the relations between management and employees.



Jack Stevens, veteran tool crib attendant in 34 department, is the only one left of the group of workers who organized a Sick Club in 1919. It was a fine effort but it was inadequate, and President Pew set up the present system. Squarely at the start the management announced it would match every dime paid in by a member and that policy has continued ever since.

Benefits at first were set at \$2 daily or \$14 weekly for 26 weeks in any 52. Dues were 10 cents a week. Workmen's compensation then was \$12 weekly and M. B. A. made up the difference by adding \$2 to a member receiving compensation. It also corrected other inequalities. At the end of the first year we were in such good shape that benefits were increased to \$2.50 daily and the 26 week time limit was eliminated.

Then we got a jolt. Due to industrial conditions we lost members and at the same time sickness increased. In a year we lost \$18,000. We reverted to old conditions and gradually got back on our feet. By 1934 the benefits were increased to \$15.75 weekly.

Continued prosperity brought about a reduction in dues from 10 to 5 cents weekly. That was in 1937. The slash was too big and the Benefit Association went into the red until the directors decided to go back to 10 cents. However, the benefits were boosted to \$17.50 weekly.

The present life insurance plan whereby

the Company pays the premium on the first \$1,000 taken, grew out of the incident of the worker being buried in the Potters Field. President Pew called some of us together and said he had "a little too much pride in Sun Ship to see a thing like that happen." He announced that every member of the association would be protected in the event of death. Families of those employed a year would get \$1,000; those employed 6 months, \$500 and those employed 3 to 6 months, \$300. The entire cost of the premium was borne by the company.

Indelibly written into the annals of the Association is the name of Edward Woolley, who as secretary gave more than 20 years of faithful, earnest and sympathetic service. When his health made it impossible to continue he resigned to the regret of all.



MEMBERS OF THE ORIGINAL BOARD OF DIRECTORS OF SUN SHIP'S MUTUAL BENEFIT ASSOCIATION. Standing, left to right: A. B. Joy, Roy Manning, W. Brandenstein, Fred Meyers, Ernie Johnson, and Bob Ash. Back row: Jack Stevens and Clarence Smith.

However, we still have as our active President, John G. Pew. It was his foresight and wisdom and his profound love of his fellow man that made the Mutual Benefit Association the great institution it is. The old-timers do not forget what he has done and now that Sun Ship has nearly 29,000 workers every one of us should understand and appreciate the loyalty that John G. Pew has given those who labor with him to bring victory to our Country.

Present officers of M. B. A. are: Pres. John G. Pew, Sr.; Treas. Wm. Craemer; Secy. Preston Lilley; 1st Vice Pres. R.

Frazier, 8 dept.; 2nd Vice Pres. R. Clendenning, 36 dept.; Asst. Treas. F. Burr; Asst. Secy. John Albany, 47 dept.

Directors: A. Yeager, 47 dept.; J. Patterson, 66 dept.; A. Heath, 30 S. dept.; V. Harvey, 59 dept.; J. Begley, 8 dept.; C. Roberts, 42 dept.; Ed Creighton, 67 dept.; R. Howard, 45 dept.; L. Collison, 78 dept.; J. Grant, 8 dept.

Jack Stevens came to Sun Ship in 1917 and worked for "Doc" Ramsbottom in 34 dept. as a quartermen. He is now in 74 dept. and holds forth in 30 dept. tool crib. Jack was on the original board of directors of S. S. M. B. A. and represents the last member of that board to be still in the employ of Sun Ship. His two boys, "Ches" and "Jack," both work in the yard. "Ches" is in the mold loft and "Jack" is a leader in 47 dept. No. 4 yard.

Jack's home is in Lenni and is known as "Four Acres." He is just as chipper today, if not more so, than when he first came to Sun Ship, and we hope to have him with us for many years to come. Fifteen per cent of his pay goes into bonds.

Dick Clendenning first came to Sun Ship early in 1919 and worked for 8 years in 84 dept. He has since put in over 12 years in 36 machine shop.

He served on the original board of directors of S. S. M. B. A. and is still a member of the board, now being 2nd Vice President.

Dick is subscribing to War Bonds to the tune of 25%.



TWENTY-FIVE YEARS LATER Jack Stevens (left) and Dick Clendenning stand in the same doorway where the original picture of the Board of Directors was taken.



NORTH YARD BERTHING, SECOND SHIFT — Left to right: H. Bobst, Leader, N. Rohstein, and W. Lewit.



CAFETERIA EMPLOYEES — Left to right: Frances Peters, William Washington, Bertha Richette, Morris Dorsey, Bernice Boulware.



SUN SHIP FAMILY ON THE AIR—The Lamberts of Berwyn, Pa. Left to right: Herbert E. Lambert, of the Paint Department, on the First Shift, Mrs. Violet Lambert, Welder in 59 Department on the Second Shift, Lloyd 21, Welder on Second Shift and Earl 17, of 33 Department on First Shift. The Lamberts also have two sons in the Service, Donald 24 and Herbert, Jr. 22, who are both serving overseas. Sun Ship salutes the Lamberts, a typical American family.



EDMUND A. DIAMOND SHOWS STORES ACCOUNTING GIRLS flag which his son captured from a Japanese Lieutenant on an island in the South Pacific. Left to right: Mary J. Ryan, Ethel O'Neill, Edmund A. Diamond, Mary L. Pilson, and Bert Seilverd.

LABOR MANAGEMENT COMMITTEE REPORT FOR AUGUST

On September 14th the Labor Management Production Committee awarded five prizes of \$25.00 each and two prizes of \$50.00 each for the month of August.

\$50 Award E. J. Welsh, 47-5271
3043 Atlanta Road, Camden, N. J.

ASSEMBLY OF AFT COFFERDAM

The panel plate used to be stiffened with angles at regular intervals. This has been corrected by installing flange plates instead of the angles which not only stiffens the plate but helps square up the cofferdam and keep it so until erected.

\$50 Award J. Smith, 36-8
TOOL FOR CUTTING OUT OLD CONDENSER TUBES

A specially designed tool for cutting out old condenser tubes when renewal of these tubes becomes necessary.

\$25 Award G. Snyder, 47-4854
1530 Netro Ave., Philadelphia, Pa.
PINCH AND TURN BAR

A bar for the purpose of prying apart and turning over flange plates and angles. This practical tool and time saver is made from a forty pound plate so that it fits 1" pipe of any desired length.

\$25 Award Paul M. Scheid, 36-756
402 Creswell St., Ridley Park, Pa.
MACHINING TAPERED SQUARE HOLE IN VALVE YOKES

A hardened broach and tapered plug tool has been made which can be used on a blotter or Hydraulic Press. Formerly the operation was done by hand filing to suit a tapered gauge which was a long and tiresome operation.

\$25 Award A. Glaus, 74-62
10 Greenwood St., Chester, Pa.
REPAIRS TO KELLER PNEUMATIC ROTARY SCREW DRIVERS

The threads on the offset handle part of the screw-driver, which screws into the cylinder housing holding the machine together becomes worn and stripped from hard usage because it is composed of white metal that cannot be welded. This is overcome by placing the handle in a lathe and machining slightly below the base of the old thread. The handle is then prepared for a threaded steel collar which is also made on a lathe and that is sweated into place on the handle. This threaded steel collar is made so that it cannot come off the handle and will out-last the threads on a new handle. This repair is quicker and saves cost of a new handle.

\$25 Award V. Hoagland, 47-10375
Gulf Road, Mt. Pleasant, Pa.
SPECIAL CLAMP FOR HOLDING FLAT BARS

Specially designed small clamps which facilitate and speed erecting of flat bars and angles.

\$25 Award Thomas C. Ayling, 33-476
131 W. Chestnut St., West Chester, Pa.
GUIDE BLOCK ON THE FIN TUBE WELDERS

In the past when the wire guide was worn out, it required old guide to be cut off and a new guide welded in place. The whole assembly had to be taken off the head motor to do the repairing, requiring a lot of time. This new guide has only to be turned with a wrench bringing a new surface in contact with the wire. When guide is completely worn out it is unscrewed from the holder and a new one screwed back in place, requiring only a few seconds.

Honorable Mention

The following suggestions were adopted and put into use in the Yard but did not merit an award.

William Hairston, 67-10255 — Button Numbers on Lockers.

Edward A. Gulong, 36-187 — No-Weld Stencil Sign.

William Weitz, 84-204 — A Clamp for Fairlead Bases.

Richard Lafferty, 65-152—Special Clamp Used by Joiners.

R. A. Forsyth, 30-724 — Whistle Bracket Jig.

John C. Wolf, 8-413—Pattern Shop Door Enlarged.

M. Topolinicki, 65-848 — Knife for Cutting $\frac{3}{8}$ " Ceiling Panels.



SAFETY MAN — Al King's job here is to help make Sun Ship workers safety conscious. He has been with the company since 1943 and lives here in Chester with his wife and son, Drew.

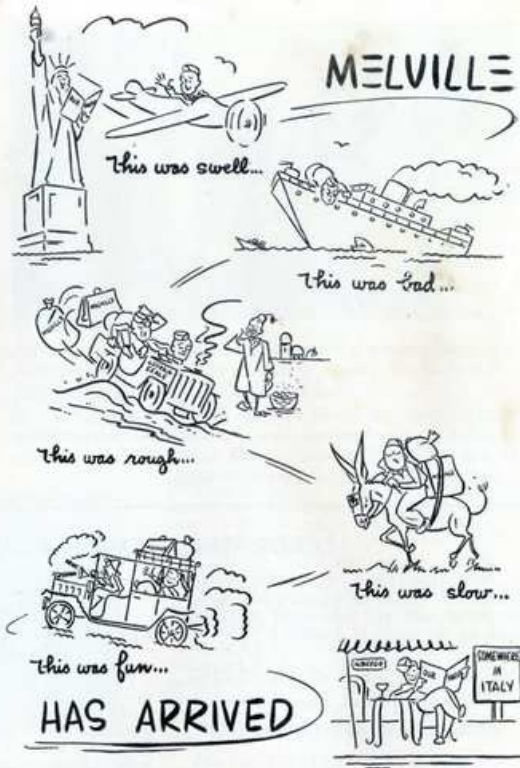
JOHNNIE McLAUGHLIN, better known around the Yard as "Jack", is an Expediter in 34 Department and has been with Sun Ship for the past seven years. He is a graduate of Archmere Academy and his hobby is sports.



ACCOUNTING DIVISION — Standing, left to right: Irene Mallgrave, Carl Anderson, Jack Burgess, Elizabeth Hunter, Margaret Desmond, and Naomi Ingram. Seated: Nellie News, G. D. Landing, Bertha Ferguson, Jane Warner, and Irene Butler.



WELDING TABLE, No. 2 NORTH YARD — Take a look at this picture and you will see why the Jap rats and the Huns are getting beaten by Sun's production. They claim they are the fastest gang in the Yard.



INFORMATION PLEASE!

This publication uses paper, zinc, photo and other critical materials. It costs money. In your opinion, is it worth while?
Please answer all six questions and mail to address below

1. Does "Our Yard" help you in your job? Yes No

2. How

3. How often would you prefer it published?
 Once a week Once a month Twice a month

4. Should it have —
 Fewer pages or Fewer pictures or
 More pages More pictures

5. How would you improve it?

Name

Address

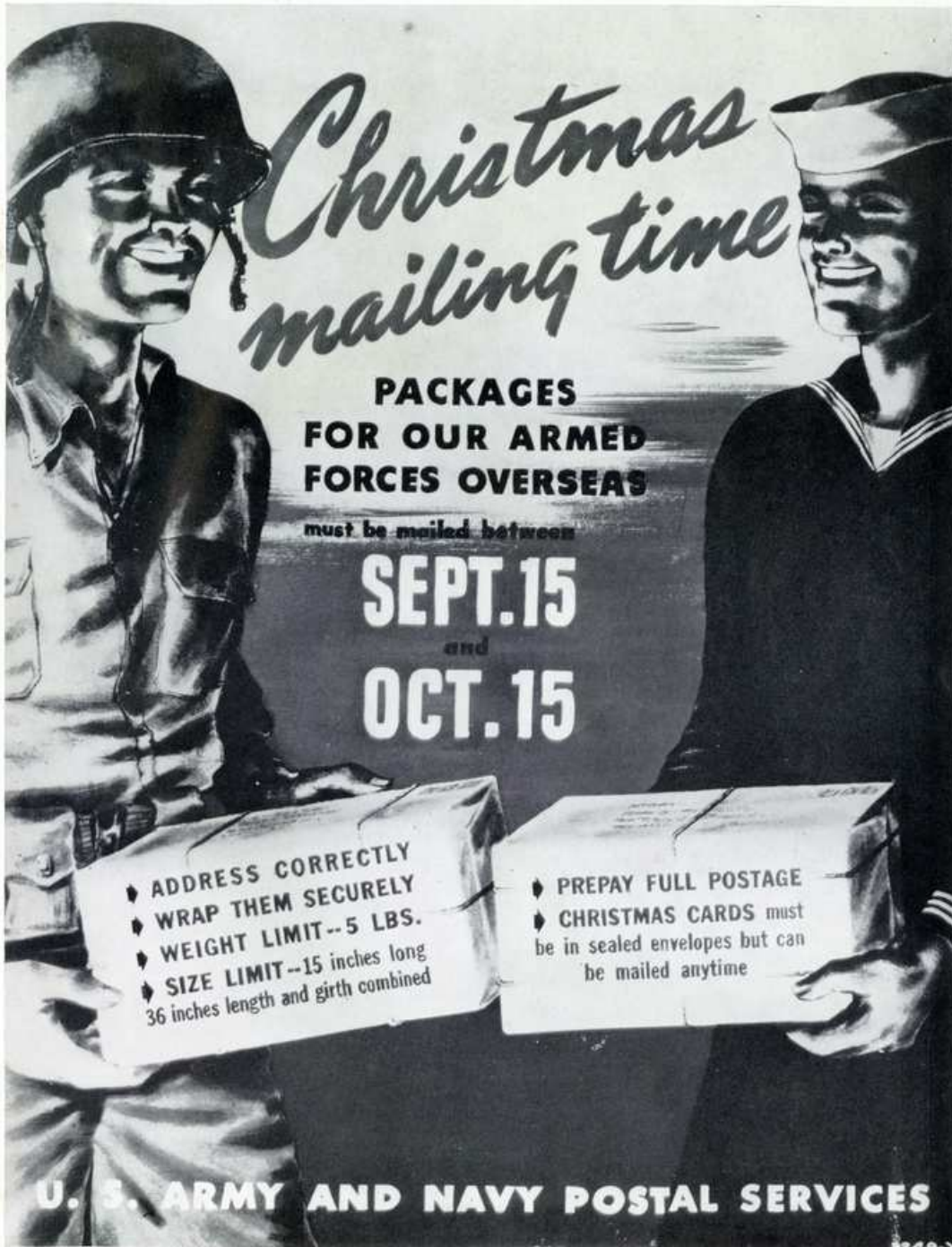
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6. What kind of news do you like best?

Number the squares in order of interest and value to you

- Production news
- How to do your job
- Safety
- Personal items
- Pictures
- Cartoons

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Christmas mailing time

**PACKAGES
FOR OUR ARMED
FORCES OVERSEAS**

must be mailed between

SEPT. 15
and
OCT. 15

- ◆ ADDRESS CORRECTLY
- ◆ WRAP THEM SECURELY
- ◆ WEIGHT LIMIT--5 LBS.
- ◆ SIZE LIMIT--15 inches long
36 inches length and girth combined

- ◆ PREPAY FULL POSTAGE
- ◆ CHRISTMAS CARDS must
be in sealed envelopes but can
be mailed anytime

U. S. ARMY AND NAVY POSTAL SERVICES



Some saw a ripple on the Delaware
I saw a tidal wave destroying the Axis

“**Y**ESTERDAY a tanker was launched at Chester. It slid down the ways into the Delaware . . . a river that will always mean a great deal to Americans . . . who remember the historic crossing through the ice floes that breathed new life into a cause all but lost.

“The tanker hit the water . . . as many another has done at the Sun Shipyard. There was the usual splash . . . gradually subsiding into a widening circle of ripples across the placid waters of the Delaware.

“Some saw only the ripples. But in my imagination those ripples kept moving. The ripples became waves . . . and the waves kept rolling. They grew larger. Their crest kept rising higher and higher . . . and they travelled far. They grew to terrifying proportions . . . and then they broke . . . just as a tidal wave breaks . . . crashing on the shores of Germany and Japan . . . roaring in from the Atlantic and Pacific to engulf the enemy shores.

“Some saw only another ship being launched . . . another tanker added to the great fleet already built at the Sun Shipyard to carry oil and gasoline to our armed forces overseas. But I thought of American airplanes, American tanks

and jeeps, all the mechanized might of our fighting forces . . . waiting for that oil and gasoline, helpless without it, all powerful with it . . . and those ripples on the Delaware were transformed into surging surf pounding at Hamburg and Yokohama.

“Today the streamlined luxury trains take the sidetrack while troop trains and the long freights loaded with guns, tanks and munitions have the right of way. Today the luxury liner is only a memory. If she's on the sea at all . . . three-tiered bunks crowded with soldiers fill every available cubic foot of space. The tanker is the Queen of the Sea today . . . the ship that carries the oil and gas without which the Army would come to a halt and the Navy would rock at anchor.

“A tanker was launched at Chester today . . . one more link in that floating pipeline through which the oil flows to speed victory. And hats off to the men and women of Sun Ship . . . who built that tanker . . . as they have built hundreds before . . . and will build hundreds more, to stir ripples on the Delaware to build up the tidal wave that will destroy the Axis.”