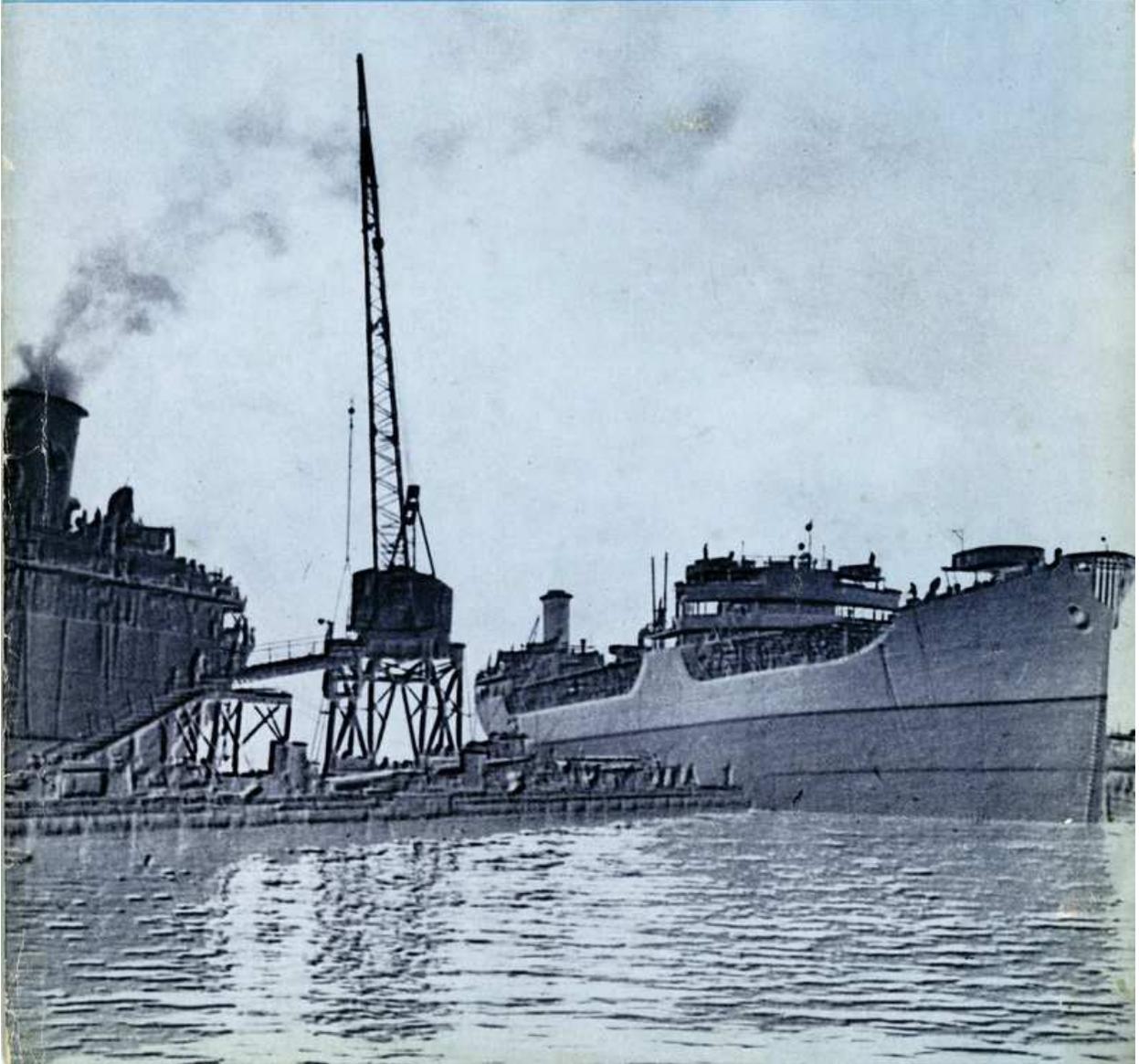


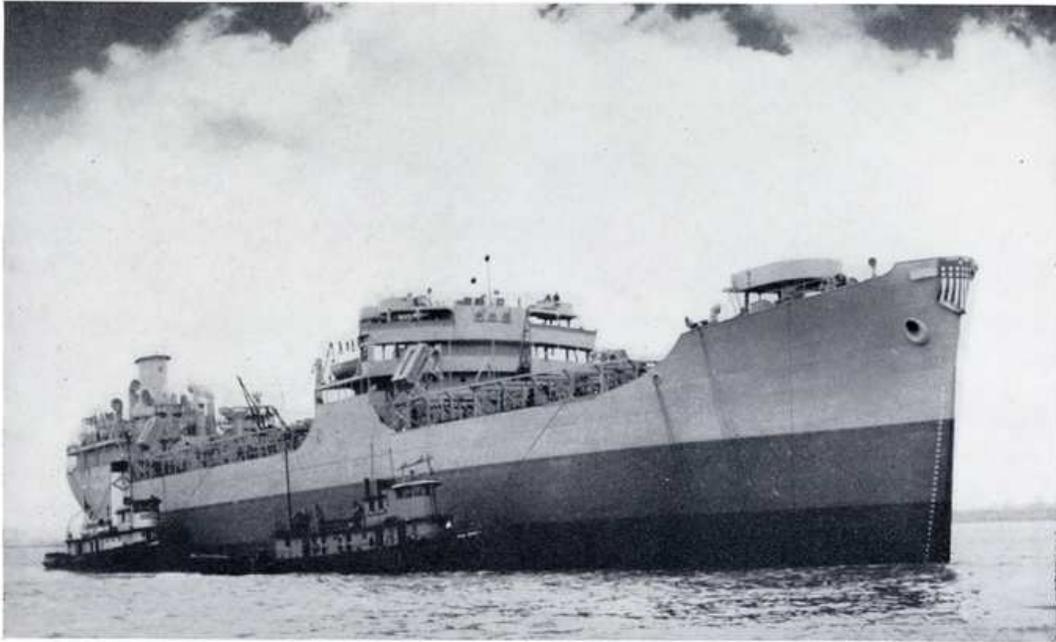
NOVEMBER 1944

# *Our Yard*

SUN SHIPBUILDING & DRY DOCK COMPANY · CHESTER, PA.



## SUN-BUILT SHIP SURVIVES THREE U-BOAT TORPEDO SALVOS



### ***S. S. Kittanning Attacked in Caribbean***

The War Shipping Administration announced on September 29th, that the Sun-built tanker, S.S. Kittanning, had been fired upon by an unseen submarine in the Caribbean Sea. Three torpedoes were fired in less than 30 minutes, crippling but not sinking her, the W.S.A. said.

There were no casualties and after the second torpedo struck, Captain Raymond J. Schanders of Philadelphia, ordered the ship abandoned.

When it was apparent that the ship was not going to sink, the Captain and five other officers reboarded the vessel and

three tugs towed her to a Canal Zone port. After temporary repairs, the tanker was able to sail to a Gulf port for complete repairs.

The Kittanning, 16,765 deadweight tons, was launched here at the yard on September 30, 1943, and was sponsored by Mrs. Edwin Loveland, wife of Edwin Loveland who works in 34 Department, Central Yard, under the supervision of Raymond Flanigan. The Kittanning is operated for the War Shipping Administration by the Keystone Shipping Company of Philadelphia.

## SUN SHIP SUPERVISION

For November, OUR YARD salutes Richard W. Frazier, Night Superintendent of the Wetherill Plant.

Mr. Frazier, who has been in the employ of the Company since 1919, was born in Chester and attended the local schools here. He served his apprenticeship on textile machine work.

Before coming to Sun Ship, he served in such capacities as: Master Mechanic at the Keystone Drop Forge Co. of Chester; Master Mechanic for the Anderson Forge and Machine Company of Detroit, Michigan; Foreman of the Forge Shop at Washington Steel and Ordnance Company and Superintendent of the Tindel Morris Cylinder Forge Company. He entered the employ of Sun Ship as Assistant Superintendent of Floor and Bench Assembly in the Wetherill Plant, in which capacity he remained for seven years before being made Night Superintendent there.

Mr. Frazier, who now resides in Folsom, Pa., is the father of four children — Richard, Robert, Phyllis, and May. Besides his hobbies of gardening and fishing, he takes an active interest in the affairs of his community and is President of the Ridley Township Commissioners.

Congratulations and best wishes to Richard W. Frazier.



**RICHARD W. FRAZIER**  
*Night Superintendent, Wetherill Plant,  
Sun Shipbuilding & Dry Dock Company*



**ASSISTANT FOREMEN ON THE SECOND SHIFT AT THE WETHERILL PLANT.** Left to right: Alfred Stutzman, Edward Ungate, John Karlsson and Nathan Haseltine.

Alfred Stutzman, who has been employed at Sun Ship for 22 years, supervises machine operations and bench assembly on the second floor of the Machine Shop. Stutzman, who resides in Aldan, has two children. His son is in the U. S. Army serving overseas.

With 19 years service with Sun Ship to his credit, Edward Ungate supervises machine operations. He has three sons in the service —

two in the Army, one in the Navy. He also has one daughter who is a telephone operator.

John Karlsson, who has a 19-year Sun Ship service record, supervises floor and bench assembly and testing. He lives in Phillips Heights, Del., and has two children, a girl and a boy.

Nathan Haseltine, owner of a 19½-year service record with Sun Ship, supervises floor and bench assembly and testing. Haseltine has two sons in the Army, one in the Navy, one employed in 91 Dept., and two married daughters.

# NEWS OF OUR PEOPLE IN THE SERVICE



"SUN'S FUN'S" DIRECTOR DON THOMAS flew up from Georgia the other week to see his newly arrived daughter and while here paid a visit to Vice President John G. Pew, Jr.

Just a few lines to let you know that everything is OK with me here and I am hoping this letter will find it the same with you. I am one of your former employees and I was informed from home that you had sent me a letter a short while after I had entered the service and I had my sister send me a copy of it. I want to send my thanks now for your very appreciated letter and I am still counting on coming back to work for you again after I am released from the service. I want you to know that the Sun Shipbuilding & Dry Dock Co. is sure a swell place to work and I sure did hate to leave your company and I'm hoping to be back again real soon. Please do me a favor and tell all the boys to keep up the good work that they are doing back there.

**Cpl. John Heer**

DEAR MR. PEW:

It's good to hear how everything is going with you back home and believe me you are doing a swell job. You really can be proud of your employees Mr. Pew, in all the ways necessary to win the war, Buying Bonds, donating blood, and last but so far from least, building those ships which will bring us the supplies which we need to bring on the end of the war.

**Cpl. Jack McGee,**  
Formerly of 45 Dept.



LT. TOM CARNEY telling Charles Fromal of 34 Dept. about his experiences.

After 50 missions over the enemy country, an American flier usually is relieved of hazardous air service. However, Lieut. Thomas J. Carney, former Sun Ship worker, took part in 66 dan-

gerous missions over Germany, France, Belgium and Holland before he was sent back home for a bit of a rest.

Lieut. Carney was attached to the famous 9th Air Force and his particular outfit was the Silver Streak Marauders. He flew as bombardier officer in the Solly-Mill. This plane was named after the wife of a fellow crew member, Mrs. Solly Embry, and his own wife, Mildred Carney, now residing in Claymont.

By abbreviating the first name of each, the title, Solly-Mill, was assigned to the bomber plane.

"It was one of the luckiest bombers on the French front," said Lieut. Carney. "We were under fire on each raid and yet not one member of the crew was wounded."

He took part in one revenge raid. In an attempt to rain shells on a German submarine base, the Solly-Mill was forced to detour. Within a few days the bomber was back at the scene and this time the target was hit and a submarine was destroyed.

(Right) — Major Frank P. Burk, formerly of 59 dept., C.Y., and former PMC star athlete, has received both the Silver Star for "Gallantry in Action" and the Bronze Star, "for meritorious service in connection with military operations against an enemy of the United States".

The citation for Major Burk, who was a regimental intelligence officer, said "he had organized a company to rally the American Forces and repulse a strong enemy attack".

The action in which Burk shone so brilliantly took place shortly after D-Day in Normandy when the Fourth Division was battling furiously for the French town of Cherbourg. Burk's Division, incidentally, was the first American outfit to move into Paris.

Major Burk, who is the son of William M. Burk, Jr., 34 department, General Maintenance, has a brother, Marine Cpl. John E. Burk, a member of the First Guadalcanal Squadron who received the Presidential Citation.



MAJOR FRANK P. BURK

DEAR SIR:

I am in the Navy now which I like very much. I worked for Sun Ship for ten months in 59 Dept. and I enjoyed working there very much.

Being here, I would like very much to receive OUR YARD so I can hear how my friends are making out.

Keep building the ships and I'll help to sail them.

Good luck, and goodbye.

**A/S Steve Bakota**



J. NEWTON PEW, our former Assistant Treasurer, new at the U. S. Naval Training Station at Bainbridge, Md. He entered the Navy on July 1, 1944.

## KILLED IN ACTION



Pfc. CHARLES MAHONEY, 58 dept. Regulators, and later with the U. S. Army Combat Engineers.

Lt. HILBURN HUNTER, former worker here at Sun Ship, was killed in France on July 10th.



**PFC. PAUL SCOTT**

Dear Mother and All,

Just had our first mail call in over a week and receiving one from you gives me something to do with all my *spare time*. I just hope it doesn't rain before I get finished. It has rained off and on for nearly two weeks and probably will continue to do so till winter gets here. I don't like to think of doing battle in winter, but no matter how fast the war seems to be moving along, I'm pretty sure we'll have to.

I was a little surprised to find that people had already celebrated in Paris and New York because the war was going so good. It seems to me that the people at home are taking too much for granted. They better wait till they have their friends from over here and in the many points in the South Pacific with them before they start celebrating Victory. Maybe my eyes are bad, but I can't see to name a date when I'll be home as yet. I don't say that to worry you—it's just that I don't think people should relax at home till this thing is finished.

The weather over here seems to be a question with you, but to tell the truth I can't see much difference in it than there is at home. I do think the seasons are a little earlier over here though. It may be because of the rain, but it seems that Fall is just about here. The people will be able to bring in their abundance of apples before long. We've passed through the cider, wine and champagne country.

When we're not moving, we're in the woods and it's pretty damp. The chiggers are nearly as bad as those of Penna., but all in all it isn't so bad so far. We're eating rations that we have to cook ourselves but we're doing O.K., at least we're not hungry.

That's all for now. Will write again when I can. Please write often as it is the only reading material we get here.

As ever — Love,  
Your Son,  
**Pfc. Paul Scott**

Dear Mr. Pew:

You may be surprised to hear from one of your old employees. I am writing you to say that one can't get away from Sun Ships no matter how far away you go. We pulled into the New Hebrides one day for refueling and the next thing I knew a Sun Ship tanker pulled up beside us. It sure was funny to look on the deck and not know anybody. I felt that I should be over on the other ship with a burner's torch. It is awful hot where we are but all of the outfit shows a fine spirit. Hoping you are launching them every 12 weeks at South Yard.

Sincerely yours,

**William J. Rogers**

Somewhere in France

Dear Sir:

I was one of the workers in Sun Ship yard in 1941 and 1942. I left for the Navy in the middle of October 1942, and have been on the go ever since. At present, I am somewhere in Italy.

While out here, I have seen many of the Tankers and "C" ships I helped to build and it makes me feel good to see a Sun tanker or cargo ship again. I sure am proud to think that I had something to do in building them and then to watch them with our warships in battle.

I was in the Engineers' Department and was on the dock trials and trial trips. Since joining the Navy I now help defend these ships. I went from machinist second class in the Yard to gunner's mate 3/c in the Navy. My father works in 58 Dept. in Central Yard. He has been with Sun Ship about five years. I have other relatives working there.

I was in the invasion of Southern France and want to see the States again. Now I know the United States is the best country. I have seen enough of Europe and Italy. I want to thank the staff of "OUR YARD" for sending me the magazine. I have a good time reading about the old gang back at the Yard. I would like to say "Hello" to all the boys of the Engineers' Department.

**Francis J. Desmond Jr.**

Dear Paul:

Am now in England — don't know if you have been informed or not.

England is exactly how you'd picture it, very quaint, etc. The people aren't too different from Americans and after awhile you catch on to the accent in their speech.

The countryside is beautiful — little thatched-roofed cottages and fields separated by hedgerows and stone fences. An abundance of woods, hay stacks, lovely flowers and small brooks make a very pretty picture. Ruins of a castle on a hill with a small village at its base are reminders of the feudal reign here.

Not much room for more, Paul. Write soon and let me know of anything interesting occurring. Hoping I shall be able to see you soon I am,

**Pvt. Virgil T. Bailey**



**CPL. EVAN PHILIPS**, 66 dept., S.Y., now with the U. S. Army in India.

**Pvt. THOMAS MURRAY**, formerly of Sun Ship and now in the U. S. Army.

**ROY SISK**, S 2/c, formerly of 36 dept., and now serving in the U. S. Navy.

**Lt. WM. POHLIG JR.**, formerly of 59 dept., and now in the U. S. Army.

**Pfc. JOHN MULLEN**, formerly of the Wetherill plant, now in the U. S. Army.

**RBT. CHESTNUT**, former worker at Sun Ship and now in the U. S. Army.



**ALEX HOWAT**, 34 dept., Copper shop, now in the Navy.



**JOHN HAYDEN**, F 2/c, formerly of 33 dept., and now serving in the U. S. Navy.



**Pvt. C. J. TORCHIA**, formerly of 30 dept., and now serving in the U. S. Army.



**PHILLIP FLANIGAN**, S 2/c, 33 dept., C.Y., enlisted in the U. S. Navy on his 17th birthday. He is now at sea on an Escort craft.



**Pvt. D. ESPOSITO**, former worker at Sun Ship, and now with the Army. He is engaged to Miss Marie Thorton, also an employee of Sun Ship.



**Pfc. J. DONOHUE**, formerly of 80 department, and now serving in the U. S. Army.

4 — OUR YARD

Dear Bob:

How are you and the family? O.K. I hope. I haven't heard from you in a long time. I'm settled down again for awhile and my next move will be back to the States I hope.

I've often thought of you and wondered how things were going. I guess you are busy as usual. You know I never realized how important those Tankers were until I got out here where I can see for myself. I just wish some of the fellows in the Yard could get out here to see for themselves, then they would work twice as hard.

I've been keeping in contact with "Reds" Wilson from Dean St., the fellow I used to ride with and he has been working on two Ways so he often sees what is left of the old gang.

Things are a little rough here now but will get better as time goes by. I'm hoping to get home sometime next summer, but maybe by that time, the war will be over.

Well, Bud I guess I have given you all the news for this time. Let me hear from you and I'll write as often as I possibly can. Good luck to you and the family.

Your friend and brother,

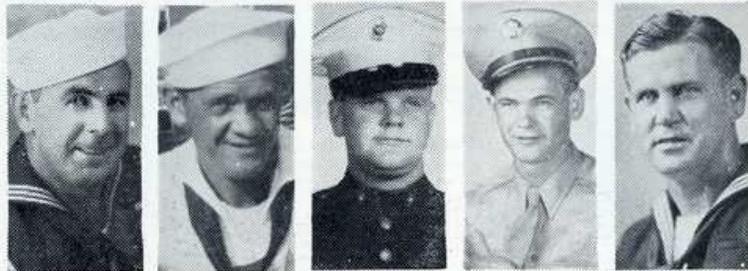
T. W. Clark CM 2/c

Dear Sir:—

Well, I have just run across one of "OUR YARD" copies. It has been some time since I have read one. I am serving overseas as are many more of the boys from the Yard. We are doing our show over here as you are doing back at Sun Ship. I am in a Company where there are two other boys from the Yard. It sure is good to get talking about some of the old times we had. I was in the boiler shop. I sure liked the work and it came in handy to know something about boilers. I wish you would tell Ikey, my leader, that I was asking about his bowling team. I see quite a few of our ships; it sure makes you feel homesick.

Ed McFarland

SUN SHIP VANDEGRIFT QUINTET GOES TO WAR



Left to right: JOSEPH H., S 2/c, USN; NORMAN, S 2/c USN; PFC. HARRY, USMC; PVT. WILLIAM, USA; and ROBERT, S 2/c, USN. Norman, Harry and Robert, who all left within a week (April 15-April 20, 1944), are now widely separated. Norman is with the fleet in the New Guinea area; Harry is serving overseas, while Robert is receiving advanced training at Yorktown, Va. Joseph, who entered in March of this year, is with the fleet in foreign waters and William, in the Army since April 12, 1943, is stationed in England.



JOSEPH "BUD" GOHEEN, formerly of 36M Shop for 8 years before enlisting in the U. S. Navy. "Bud" is now stationed at Purdue University in Indiana.

DAN LEARY, formerly of 91 Dept. Counters with 8 years service, now with the "seabees" of the U. S. Navy. When last heard from was aboard a Sun built tanker that he had helped build.

Pfc. DANIEL S. COLLIER Jr., formerly of the Drafting Room, now in the U. S. Army, stationed in Texas.

CHEERS TO THE WEBER BROTHERS—100% SUN SHIP



Left to right: LT. (j.g.) PAUL R., S/SGT. GEORGE R., and ROBERT F., S 2/c. Paul, formerly of 59 dept., enlisted in the U.S. Navy in Sept. 1941, and, at present, is stationed in Miami, Florida. George, 33 dept., also enlisted in Sept. 1941, but in the Army. He is now at Camp Reynolds, Pa. Robert, 59 dept., is with the Navy at Fort Pierce, Florida. Their father, R. Weber, works in the North Yard Payroll dept.

Dear Jim:

Just a few hellos to let you know that I am still existing. Have been thinking of all of you quite often, but it seems as if I could never get up enough ambition to write.

I am now back with the other part of the battalion after being separated for five months. We arrived here a few days ago after nine days at sea. The trip was swell all the way across and I didn't even get sea sick for once.

The set-up we have here is O.K. The food is very good, plenty of fresh water for washing our clothes and liberty once a week.

Don't know just how long we will be here but I think we have a very good chance of getting back to the States in about two or three months.

Dave Grice M 3/e



SGT. FRANK B. GRAY, Jr., formerly of 34 Dept., North Yard pipefitter, now in the U. S. Army stationed somewhere overseas. He is the son of Frank B. Gray, 36 Dept., Central Yard.



**STAFF SERGEANT WILLIAM W. WINANS JR.** (center) of West Chester, is an Aerial Gunnery Instructor in England. Awarded the Distinguished Flying Cross and Air Medal with three Oak Leaf Clusters for meritorious achievement during 35 missions as a Tail-Gunner on a B-17 Flying Fortress, he is passing his practical experience and knowledge on to the newly arrived students. Before entering the army, the Sergeant was a machinist at Sun Ship.

Hi Bud:

I sure was a pleasure hearing from you. I would have written to you a very long time ago, but I didn't have your address. I'm sorry I couldn't see you before I left. I hope it won't be long before I'll be able to talk with you again.

How are things down at the Yard? Are they still knocking those ships down the Ways? How is my friend, Louis Ventura? Is he still smoking those two-for-a-nickel cigars? I can tell you one thing Frenchy, Sun puts out a darn good ship compared to some of the work I see on a lot of ships. Incidentally, I saw a couple of Sun ships out here. I can tell them a mile away.

Who is left from the old gang? Give them all my regards. Tell "Dutch" and "Reds" I was asking for them and hope that everything with them is fine.

The Navy sure made a good sailor out of me and I saw quite a few places I've never seen before. But between you and me Frenchy, I hope this war doesn't last too much longer so that I can get back home to my family. When you get the chance, I would appreciate it a whole lot if you would send me a copy of the "OUR YARD" magazine. **Joseph Sokolove M 3/c**



**MATT ZABITKA, HA 2/c**, formerly worked in 47 Dept.

my writings. Before entering the service, I worked for 2½ years at Sun Ship. I even remember the exact date that I was hired — July 21, 1941.

I worked 7 days a week at Sun from the very first week I started on the job. I thought that was tough, although I never squawked about it. Now I have a 13 hour day, 7 days a week at that! I guess a man doesn't really realize when he's well off.

While at Sun, I used to edit a small nonsensical paper and post it on our locker door. I sent in a slogan once at Sun and

Dear Mr. Schoff:

It was a very happy surprise for me to receive your letter on Sept. 14. Thank you for taking the trouble to write asking about myself and the Navy. Before I actually entered the service, I sort of had my mind set on being a Marine Combat Correspondent, but here I am . . . in the Navy!

Ever since I entered the Navy (Dec. 1943) I've been writing human interest articles about Navy life for the Chester City News. During "boot" training, my column was titled "Navy Boots", but now it is titled "Navy Memoirs". I've mentioned Sun Shipyard many times in entering the service, I worked for 2½ years at Sun Ship. I even remember the exact date that I was hired — July 21, 1941.

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**JOSEPH E. BURNS, 25**, of 419 Bickley Place, Chester, has been graduated from recruit training as honor man of his company at the Great Lakes Naval Training Station.

Prior to joining the Navy he was employed as chain man

and won a \$25.00 war bond for it. Incidentally, I've got that war bond framed. I've been writing for the Chester City News for 6 years now. When I hit the high seas I have hopes of continuing my writings. The Navy is a fine clean life, but there just isn't any place like home!

**Matt Zabitka**

Dear Mr. Pew:

I received the July copy of "OUR YARD", the first one to reach me in England. There is an article on Page 13 that I read on "Seats First, Safety Last." Over here in England, they have the answer to that problem. When you go to the station, you are not allowed on the platform until the train has come to a complete stop and all the passengers getting off at that station are unloaded. Then the passengers who are going to board the train file through the gate and show their tickets to the trainman. I think if this system was given a chance in the Chester station there would be less chance of getting hurt.

I worked in the South Yard from the time it was opened 'til the draft came around the corner and took me with it. I was in 34 dept. In the Army, I am a dispatcher in the Motor Pool. I was on a trip to south England and saw one of the best ships that sail the Seven Seas; a Sun ship that I helped to build. The first mate showed me all around from stem to stern. It was just like being in the Yard again. The engineer told me it was the finest engine room he ever worked in. Hope to see this war end very soon.

**Pfc. William J. Traub**



**MRS. SARA LACHETTE** is added to Sun Ship's list of mothers of big families. She has seven children, 4 boys and 3 girls. Mrs. Lachette works in the fabricating department.

A few weeks ago her son, **PVT. FRANCIS C. LACHETTE**, came home on furlough. He was a former welder and is now attached to an armored unit as a tank driver. When he worked at Sun Ship he was known as "Bud".

**HATS OFF TO THE PIERCE BROTHERS — ALL SIX IN THE SERVICE**



Left to right: **RICHARD T.**, S 2/c, USN; **WILLIAM L.**, S 2/c, USN; **HAROLD L.**, S 1/c, USN; **BARTON P.**, EM 3/c, USN; **JAMES A.**, S 2/c, USN; and **PVT. FRANCIS B.**, USA.

Richard enlisted in March this year and is in a radio school in Bainbridge, Md.; William, who entered the service in August, 1943, is a torpedoman aboard a submarine with the fleet in the South Pacific

area. Harold entered the Navy in November, 1943 and recently moved to Fort Pierce, Fla.; Barton, a graduate of the submarine school in New London, Conn., has been in the South Pacific over a year. James, who is the only non-Sun Ship member of the family, is serving abroad on an LST; Francis went overseas in February this year and is with the Allied paratroopers in France.

— Courtesy Kolasinski Studio

FIVE SUN SHIP NATALE BROTHERS JOIN UP WITH UNCLE SAM



Left to right: HENRY, LOUIS, ANTHONY, FRED and RAYMOND. The Navy lays claim to Louis, formerly of 39 dept. N.Y.; Anthony, of the Elec. Maintenance dept., C.Y. and Fred, formerly of 60 dept., C.Y.

Henry, a burner in 47 dept., N.Y. on second shift and Raymond, 33 dept., C.Y., are both in the U. S. Army.



PVT. JOHN H. McCOY, formerly of 47 Dept., 3rd shift.

Dear Sir:

Enclosed you will find the wrapper of an issue of "OUR YARD" that has been traveling quite a bit. It finally arrived here. The magazine was in good condition and avidly read by myself and my buddies who are and have in civilian life been connected with the shipbuilding industry.

My address has changed to the one below and I'll greatly appreciate your sending me any further publications for I'm still interested in the boys and girls in "OUR YARD". I still consider myself one of them though absent on "official business".

Formerly this was considered good territory for Jap-hunting, but now the arrival of the Army and Navy has made the Japs depart, leaving this part of the world in better hands.

BUY BONDS FOR BULLETS AND BOMBS and we'll do our best for freedom.  
G. Lee Todd, Jr., Mo MM 3/e

Dear Sir:

It has been so long since I have had any news from Sun Ship that I would appreciate it if you would send me the magazine printed by Sun Employees.

I used to work in the North Yard Machine Shop and I had been there approximately two years before entering the Armed Forces.

I have been to France, and at present, have been sent to England to recover from concussion and exhaustion.

I do hope that my friends see this letter and drop me a line as I would like to hear from them all, so please see that my address is printed in "OUR YARD".

Pvt. Louis J. Costanzo

(Ed. Note: Military restrictions prevent us from printing addresses of men in Service abroad. However, Pvt. Costanzo's address may be obtained by calling at the "OUR YARD" office.)



Pvt. JOSEPH WOODS, formerly a worker at Sun Ship, now serving in the U. S. Marines.



THOMAS BLISSICK, S 1/c, brother of Edward, 46 dept., now in the U. S. Navy. They are the sons of Frank Blissick.



EDWARD C. BLISSICK, S 1/c, formerly of 30 dept., boiler shop.



Pvt. V. CARAPUCCI, former worker at Sun Ship, now serving in the U. S. Army.



Pvt. L. COSTANZO, 36 dept., N.Y., now with the Army stationed in England.



Pvt. THOMAS MacDONALD, formerly a worker at Sun Ship in the Copper shop, now in the Army.



Pvt. PETER YAGLE, formerly an apprentice machinist in 36 dept., now serving in the U. S. Army.



JOSEPH SCHNELL, F 2/c, formerly a welder leader in 59 dept., now serving in the U. S. Navy.



CPL ALFRED MAJEWSKI, 55 dept., now serving in the U. S. Army.



Pvt. WM. DUNCAN, formerly of 33 dept., and now serving in the U. S. Army.



Sgt. FRANK LINK, formerly a rigger in 68 dept., now in the Army.



GEORGE WILKIE, S 1/c, 60 dept., now with the U. S. Navy. George was known to his Sun Ship friends as "Scotty".



JOE HOWLEY, Spec. 1/c, now with the Naval Air Trans. Serv. in Brazil. Formerly of 91 dept., C.Y., he is the husband of Marge Howley, Tonnage Contract, C.Y.



## THE WELDING DEPARTMENT

The Welding Department is the largest single department in Sun Ship. Its ramifications are greater because there is no shop, no department and almost no job where welders are not required. It covers all the territory from "Scott Paper to Baldwin's" and all jobs from yard maintenance and repair to final welding of the ships.

The direct contribution of 59 Department to the job of building ships is its production welding. There are over 60 miles of welded joints in a T-2 tanker, and with our present production schedule, this amount of welding must be done every five days. This job is made more difficult by the fact that every foot of this weld must be made in proper sequence.

As large as this production is, it uses less than one third of our personnel; for this department must also be a reservoir of trained and skilled mechanics from which other departments can draw. Tack welders are furnished to erectors, regulators, fitters, liners, welders' fitters, and other crafts to aid them in their production.

In 1942, six years after Sun built the first all-welded tanker, we had what was then considered a large department. It consisted of about 1700 men. Yet about a year later to meet the demands of war, it was increased to over 7000. Most of the men were trained in yard schools or in near-by schools under the direction of the Yard. These trainees were brought in as tack welders and were trained on the job by the welding supervisors. Many of the best production welders in the yard today are a tribute to the patient effort of these leaders.

Probably no other phase of shipbuilding is under such close inspection and scrutiny as the Welding Department. This is necessary since high quality welds are required to develop the full plate strengths. To this end all welders must pass qualification tests under the supervision of the



J. LATZKO is shown welding a sea-chest on a pumproom shell.

various inspection and classifying societies. These tests include everything from the tacker's test, which permits a welder to tack only, to the pipe welder's certification by the Coast Guard which permits a man to weld on any type of work.

Without modern welding technique, the "bridge of ships" to England could not have been built. Methods of riveted construction would have taken too much time. The history of supply in this war is being written by welded ships.

We are welding our way to victory.



W. HOLLIS welding a butt-weld on pipe.



S. FIORETTI backing up a shell seam on bottom shell of a ship.

# The Coming **BATTLE OF JAPAN**



**THIS PICTURE WAS TAKEN AT A LUNCHEON** given at the Kasumigaseki Palace, the Foreign Office of Japan in 1935, when many U. S. Naval Officers were present as invited guests. Even then the nucleus

of the idea of Pearl Harbor was germinating in the minds of these Japanese Naval Leaders. Note the overbearing, egotistical attitude of these "Gentlemen of Japan".

Official U. S. Navy Photographs

"The Japanese rely on their belief in American unwillingness to sacrifice. They have put great store in what they think to be our softness. They look upon us as weaklings, demanding our daily comforts and unwilling to make the sacrifices demanded for victory.

*Japan is counting on each of us, individually, to hold back and hold up the American war effort long enough for Japan to consolidate her conquests.* It is up to every American at home to prove Japan wrong." — Joseph C. Grew, former Ambassador to Japan.

The Japanese "know there is a war going on." *They work from twelve to sixteen hours a day with only two days of rest each month; and they cannot leave their jobs or change jobs.* The very highest-paid, in heavy industries, earn up to the equivalent of three American dollars a day, but at least 30 percent of their wages, and in many cases as much as 75 percent, is drained off by taxes, compulsory savings, and bond purchases.

*Because the Japanese have been accustomed to a living standard far below that of America, Japan has been able to achieve a war production strength out of all proportion to her economic and industrial strength.*

*Japan has never experienced defeat in war.* Let the Allies advance, let Japan give up slowly, piece by piece, the territory she has conquered. Let her desert her outer empire. At home there will still be an inner empire. The outer empire and the men who garrison it are the Japanese expendables. The inner empire is the place to stand and

### TO SUN SHIP WORKERS

*So that you will understand the importance of turning out victory tankers to help knock out our enemies, and to impress upon you the urgency of sustained production, we ask you to look at our foe in the Pacific and judge what our men will face on D-Day against Japan.*

fight. At present Japan has approximately 4,000,000 men under arms. If she were hard-pressed, which she unfortunately is not at present, she could probably raise and equip an additional 16 divisions within the next two years.

Not only is the numerical strength of the Japanese Air Force increasing, but the Japanese are producing newer and better types of aircraft.

The chief function of the Japanese Navy has been to act as a troop carrier or as a troop and supply escort. The



**LET IT BE RESOLVED** that, not only will Japan pay for her treachery at Pearl Harbor, but also in money damages for the destruction of such ships of our fleet as the Arizona shown here.

Navy has the independently important function of protecting home waters and communications lines, but even so it is not expected to seek full-dress naval action. Rather it is expected to strike quickly, preferably at night, inflict enough damage to our plans, and to retire — relying on its superior speed — before being exposed to too much danger.

The impression that the bombing of Tokyo will mean the end of Japan is unduly optimistic and the belief that Tokyo is nothing but a paper, tinder-box city is completely mistaken.

The center of the city, rebuilt after the 1923 earthquake, is like a western metropolis with its great steel and concrete buildings and broad streets built as a fire-break against conflagrations in the outlying, flimsier districts. Since the targets of the Air Forces will be factories and military objectives, the inflammability of private dwellings is of minor concern to us.

The great industrial belt of Tokyo is strung out some 18 miles from the center of the city, with factories, naval bases, shipyards, piers, warehouses, and arsenals reaching down the Bay of Tokyo to Yokohama. Yokohama itself has some 4,500 factories and it is the great shipping port for Tokyo, its wharves capable of accommodating scores of 10,000-ton merchant ships at one time.

"We know that the Japanese will defend with fanatical zeal against our assaults. Although we have killed thousands of Japanese, in two years of war we have captured less than 400. I know of no single fact which so clearly



**THE BATTLE OF THE CORAL SEA** — The big explosion aboard the USS LEXINGTON may have come from the gasoline system. Captain F. C. Sherman, USN and other officers are still aboard.



**VICTORY AT TARAWA** — For concentrated fighting and high casualties, few battles in American history can approach Tarawa. Burrowed deeply into the earth, the Japs resisted fiercely the determined attacks of U. S. Marines. In the end the enemy were wiped out almost to the last man . . . but only a few hundreds of the attacking force escaped death or injury. The struggle was also documented with photos as battles rarely are. In these pictures taken by U. S. Navy Photographers, the ravages of the bitter fight stand stark and final—a high price was paid, but a great victory was won.

indicates the size of our job ahead in the Pacific." — Under Secretary of War Robert P. Patterson.

"As we approach nearer and nearer Japan, the necessity for more and more supplies available at the proper place and time will become more and more vital to our success. We therefore call upon all workers, regardless of peace talk and developments in Europe, to stick on their jobs — back up the Navy — and prepare it to pour on the Japanese the cumulative power of our Fleet and our production lines." — Under Secretary of the Navy Ralph A. Bard.



**YAWATA — HIT BY B-29 RAID** — Panoramic view of the Japanese 'Pittsburgh' — Yawata, on the island of Kyushu in the Japanese homeland, which was the target of the first announced raid by the Army Air Corps' new 'SUPERFORTRESSES' (B-29). Home of the sprawling Imperial Iron and Steel Works, which is said to produce 20% of Japan's total steel output, Yawata is an objective of prime importance for our air attacks.



**FINAL LEAGUE STANDINGS  
OF 2nd SHIFT SOFTBALL**

	W.	L.
47 A-Shop .....	13	1
75 North .....	11	3
47 North .....	11	3
80 Storeroom .....	8	6
46 Dept. ....	7	7
47 Plate .....	3	11
59 Central .....	2	12
47 South .....	1	13

**SOFTBALL SEASON — FINAL SUMMARY**

An extra game between 47 North and 75 North had to be played to determine who was actually in second place. 75 North defeated 47 North in this game 12-1.

In the semi-finals of the play-offs, the teams involved agreed to play only one game.

47 A-Shop defeated 47 North Yard and 75 North Yard defeated 80 storeroom.

In the finals of the play-offs, the teams involved agreed to a best out of three.

- The results of the first game ..... 75 North—6 47A— 2
- The results of the second game ..... 75 North—5 47A—17
- The results of the rubber game ..... 75 North—2 47A— 1
- The "rubber" game of this series was the hardest fought game of the series.

75 North outhit 47A 9 to 6.

Bill Rankin of 75 North Yard pitched a superb ball during this game. Bill Rylee was the batting star, driving in both runs with the bases loaded in the eighth inning.

47A got their first run in the third inning and tried desperately to tie the score in the first half of the ninth. With McElwee on third base and one man out, Al Smulkis drove a fly ball to short-fielder Bill Rylee who in turn threw a perfect peg to the plate to cut off McElwee who tried to score after the catch, thus ending the inning and the ball game.

Both teams played errorless ball and spirit was high throughout. Many fans attended this game and their delight was shown by their enthusiasm.

Second shift softball was a great success throughout the season. Much credit can be given to Mike Gitaitis of 47A who saw to it that "fair play" was in effect at all times. Mike was also Secretary of the 2nd shift league. Here's hoping next year will be a greater success and a larger turn-out.

From the prize money received, 75 North Yard is giving a banquet in honor of its success.



**SPECTATORS AT THE FINAL PLAY-OFF GAME** of the Second Shift Softball League. They saw 75 department, North Yard, best 47 department, of the same yard, by a score of 12-1.

**INTRODUCING OUR PRIDE AND JOY,** "Russ" Staley, whose "668" on Friday, September 15 was tops at that time. He is the only bowler who has rolled a perfect game, "300", in Sun competition. Russ is out to cop the high average this year and we wish him luck.



**47A SHOP — RUNNERS UP** — Left to right, first row: S. Sawula, J. Westcott, M. Mackert, "Matty" Mattsinger, "Peanuts" McElwee. Second row: C. Landis, Mike Gitaitis, Manager; "Queeny" Queenberry, "Peaches" Etherido, "Cy" Young, J. Keenan, "Yassy" Yasalitis, "Smoky" Smulkis.



**75 NORTH YARD — CHAMPS** — Left to right, front row: M. Klaus, J. Skoda, W. Rylee, A. Balulis, A. Kondraki, F. Sacash. Second row: L. Parini, R. Stine, "Red" Campbell, "Bill" Rankin, "Bud" Miller, "Wimpy" Whitby, "Murph" Weber, John Law, manager.



**SHIPWAYS, A VETERAN TEAM OF MANY YEARS** in "A" League, is still giving everybody plenty of trouble. Truitt rolling "218" was a big aid in helping his team take three from Fabricating. Left to right: McShane, Truitt, Unglaub, Mosser, and Hart.



**INTRODUCING TO YOU OUR "A" LEAGUE LEADERS**—The "Paint Shop"—who are hoping they can keep the pace and hold the lead. This team has always been a fighting outfit of good sports. Left to right: Woodall, Ingam, Fry, Cornell, and Taylor.

## SUN'S BOWLING LEAGUE NOW TOTALS 100 TEAMS

Bowling, the sport of the most people in the United States, has reached a new high in Sun Ship. We now have over a hundred teams bowling on all three shifts at every bowling establishment in Chester and some in surrounding boroughs.

Heading these Leagues because of the number of years in operation is our "A" League with fifteen years of service. Leading "A" League at this time is the Paint Shop with fourteen wins. This team is one of the oldest in the League and is always tough to shave. Copper Shop, running second and one of last year's half winners, is making it tough; with only one point down. A tie in "B" League between Welders and Drydock keeps things humming with Berthing driving for First from Second place.

We give a salute to Russ Staley in "A" for his League leading "668" and to Fry for his high single of "251"; in "B" to Evans

for high three of "579" and Gibbons with his single "233".

We mustn't forget our "Gay Nineties" so we toast Crompton's "95", Pancoast's "52", Hallman's "86", Summerhill's "92" and Frank Griffith with the same score.

We will have some news of our "Delri" Team in the next issue. If all the secretaries of all our leagues will send in the data about their standings, we will try to get some pictures of their teams in "OUR YARD".

In our Independent League, 33 Expeditors are leading with 60 Department running too close for their comfort.

We would like to see "Instrument" get in there and fight. Our hat is off to Ramsy for his League leading 598. The boys are going to let Shanebrook use 3 balls to each frame; he shot a neat "97".



**REPRESENTING THE COPPER SHOP** these fellows will give any team a real battle. When this was taken, this team was in the process of rolling 2732 for three. We give Cape, Chatten, Trosino, Fabris, Ireland and Molla a salute.



**MOLD LOFT "A" IS A MEMBER OF THE BATTLING MOLD LOFTS**—These teams "A" and "B" are always at each other's throats. Now "B" has a slight edge over "A" and are they happy! Here we have Roberts, Marine, Kleiman, Owens, and Crisman.



**ONE OF THE TOP TEAMS IN OUR MIXED LEAGUE**—This gang is quite cocky about winning the title and we must admit they have the right spirit. Here we have Moonan, Sweeney, Cox, Ross, and Guy.



**THIS TEAM IS A PART OF OUR NEWLY ORGANIZED MIXED LEAGUE** and, believe it or not, some of these gals can bowl. In this group are Baptiste, Boyd, Howley, Phillippe, and Andrews.

# JUNIOR MEMBERS OF THE SUN SHIP FAMILY



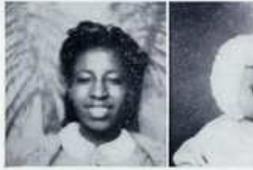
**JOAN and JUDITH FILBERT**, granddaughters of Harry Evers, Machinist 1/c in the Wetherill Plant.



**PHYLLIS CROOP**, 7 year old daughter of Henry Croop, 68 dept., 3rd shift.



**BILLY and NEWLIN CARR**, ages seven and four respectively, nephews of "Our Yard" Editor, Paul Carr.



**GERTRUDE SMITH**, 16 year old daughter of W. Smith, 95 dept.



**DINETTA WALTON**, 10 month old daughter of Carl Walton, 46 dept.



**GRETCHEN FILBERT**, 1 year old daughter of Charles Filbert, 59 dept., South Yard.



**GWENDOLYN FILBERT**, 8 year old daughter of Charles Filbert, 59 dept., South Yard.



**FRANCIS W. RULE**, 21 months old son of Paul R. Rule, 36 dept.



**CAROLINE G. INGRAM**, daughter of K. Ingram, 60-340, South Yard.



**NANCY SHUSTER**, six months old daughter of A. Shuster of 33 dept., North Yard.



**"JOHNNY" WILSON**, 22 months old son of "Hack" Wilson, 66 department's expediter.



**SUZANNE KEENAN**, 4 year old daughter of J. Keenan, 8 dept., Wetherill plant.



**LINDA RACHMAN**, 2½ year old daughter of H. Rachman, 80 dept.



**SUZANNE HUNTER**, 6 months old daughter of Mrs. E. Hunter, Compensation Office.



**JOAN, 3, and BETTY ANN 7**, daughters of Joe McKeown, South Yard, L.&T. asst. foreman.



**GLORIA 9, and MARY ANN WILKIE 7**, daughters of Mary Wilkie, 36 dept., Machine Shop. Their father, formerly of 60 dept., is now in the service.



**CLAIRE 8, and MICHAEL 12**, children of H. Aperio of the North Yard Sheet Metal shop.



**MAGDALENE APERIO**, 10 year old daughter of H. Aperio of the North Yard Sheet Metal shop.



**MICHAEL 8, and ANTHONY 5, GAUDIELLO**, sons of Michael J. Gaudiello of the Wetherill plant.



**RAYMOND ANTHONY ROGERS JR.**, 1 year old son of Ray Anthony Rogers Sr., layerout of 47 dept.



**W. T. McCOACH JR.**, son of W. T. McCoach, formerly of 59 dept., and now in the U. S. Navy and the grandson of J. McCoach, 59 department foreman.



**FRANK E. BRAY III**, 1½ year old son of Frank E. Bray II, of the Electrical Drawing Room, Main Office.



**BOBBY WOODSON, JR.**, 2½-year-old son of R. L. Woodson, who is now serving in the U. S. Navy. **JACKIE FISHER**, 3-year-old daughter of Louis Fisher, 47 dept., No. 4 Yard.

# A Woman's Place is in the — Allison Plant

Featured in this issue of "OUR YARD" are pictures of the Allison plant, one of the few branches of heavy industry where the women employees outnumber the men.

It was at this plant that the training of women for Sun Ship shop duties was begun more than two years ago by Supt. Carney. He has taken a deep interest in Allison and has followed its growth with satisfaction.

Direct supervision is under C. S. Boettger. Elwood M. Grander is foreman, Morris Downs, leader, and Mrs. Christine Calvert, shop inspector.

The Allison plant is extremely well lighted and the interior recently was painted white which adds to the bright effect. It is ideal for women in industry.

Specialty of the plant is oil refining equipment.



1. Left to right: Morris Downs, leader; Carl Boettger, foreman; E. M. Grander, ass't foreman; Lou Wegat, guard.  
 2. Miriam Ruger, welder.  
 3. Jane Laderer, truck driver for 36 Dept.  
 4. Left to right: in foreground: Helen Myers, Dan Bradley, Ella Tindall, Bill Skowronek, Betty Birl, Virginia Doyle. Background: D. Powers, D. Smith (outside crane operator), P. Brooks, A. Politza, Verna Wilgis.  
 5. Nellie Yates, radio machine operator.  
 6. Left to right, first row, M. Hossler at lathe; second row: R. Craig, W. Chojnowski, Lucy Barasha, working on tubes; third row: Helen Dowgiert, Clarinda Powers, setting clips. Fourth row: Ann Panco, Betty Birl, setting clips; fifth row: Ada Shannon, tool room; background: Olga Rice at drill press.  
 7. Left to right, first row: Stella Collins, Helen Gavan, Eva Fatzinek; second row: "Shorty" Wilson, Jo. Pavlack, Betty Huff, D. Lowther, Helen Dowgiert; third row: Ada Shannon, Nellie Yates, Verna Wilgis, D. Powers, D. Bradley, Marie Way, Clarinda Powers, Ann Panco, Helen Plato. Background — in front: Virginia Doyle, "Judge" Garner, Marian Ostapowicz, Lila Bucher; background: Helen Shiverzewski, Chris Calvert, Catherine Turner, Miriam Ruger, Amelia Tobacchi, Myrtle Witt.





### TO ALL SUN SHIP WORKERS

In our steady, continued production of victory tankers, we have helped Uncle Sam overcome one of the most complex transportation problems in world history. We must still continue to maintain this pace — we must not let up for one single moment — we must not let up until the last Jap hands go up in surrender!

#### 36 DEPARTMENT Machinists

We are advised that any fishing trip may be improved by having Bob Rogers along, especially, if going chumming. "Tis said that the expensive chum bait is not necessary as Bob supplies plenty of bait — gratis — while leaning on the rail yelling, "Noo York".

The shop mirrors have been getting a good workout lately by "Murphy" Cohen's efforts to check the marked resemblance of his features to those of Humphrey Bogart.

There is still room for argument as to where the candy goes that Paul leaves in his desk, but the fact that it goes is indisputable.

Welcome back to "Scarpy," who was out some 5 or 6 weeks with a broken collar bone sustained in a ball game.

A group of girls from the Tube mill and 36 Shop, First Shift, have requested that we express their thanks to "Alabama" Beard who arranged with the management for them to be shown through one of the ships after hours. They found the experience very pleasant and enlightening and also educational. They realize more than ever the importance of the work they are doing here at Sun.

We wish to extend our deepest sympathy to Albert Cloud of 36 department, South Yard, on the recent loss of his 7½ month old daughter, Marion Jean.

We are in receipt of a letter from "Mickey" McDonough, formerly of 36 department, and learned that he is in the Pacific on the U.S.S. Pasquotank. He says they were recently tied up alongside a Sun-built tanker and that the crew said it is a good ship (made him feel pretty good). Says that in his travels he met four former Sun Ship men whom he knew, Ray Wallace, Duffy, who was a truck driver, one of Jack Saird's old helpers, "Jughead," and a former counter named Leary. He is not permitted to say much about himself now, but he said to tell "Jungle" Jim that he has really seen plenty

of salt water. He sends his regards to all of his old buddies and asks for "OUR YARD." Anyone wishing his address, see "OUR YARD" office.

We were very sorry to learn that among those wounded in action was Pvt. Eugene Francia, formerly of 47 department. The writer has been in contact with this boy ever since his induction. He is a fine, clean-cut boy and we all join with his family and friends in sincerely hoping that his injuries are not of a serious nature and that he will eventually return again just as well and sound as ever.

Ye scribe and Russell Thiel took a little fishing trip recently, taking the wives along, and had a pleasant and successful trip catching 27 rock fish which made up a 100-pound bag. The trip had its usual peculiarities which we had intended passing along until Ted Atkinson, upon hearing our story said: "That is worse than the one about the fellow who went fishing and lost his false teeth and the following year,

while fishing at the same spot caught a fish, which upon being opened was found to contain the lost teeth intact." So if ours can't beat this one, we figured we would just skip it. Some people just dote on being "Doubting Thomases" anyway.

We have learned that big "Vic" Padamonsky has been hospitalized in France, but lack information as to whether it was due to wounds or sickness. It is our sincere hope that the good natured big fellow is all right and that he will come through well and sound.

Welcome back to Mike Plisko, who has returned to work after a two-week illness. Take care, Mike, and here's hoping things go better from now on.

*Wave Mech.*—"Is my face dirty or is it just my imagination?"

*Chief*—"Your face is clean, but I don't know about your imagination."

Discussing the type of milk which should be supplied to school children, the chairman of the town's health committee said, "What this town needs is a supply of clean, fresh milk and we should take the bull by the horns and demand it."

He—"I am surprised that our wedding is not mentioned in this calendar."

She—"Why should it be?"

He—"It gives the dates of all great disasters."

Jane—"Does the moon affect the tide?"

Joan—"All I know is that it sure affects the untied!"



PRESIDENT JOHN G. PEW, SR. — while on a recent tour of inspection of Central Yard was snapped conversing with men in B Shop. Left to right: P. Kobliansky, F. Marrollo, H. Drayman, T. Aporisky, John G. Pew, Sr., and H. Nixon.

"What would I get," inquired the man who had just insured his property against fire, "if this building should burn down tonight?"

"I would say," replied the insurance agent, "about ten years."

A Colonel and General were walking down the street and as they passed Private after Private, the Colonel would return their salute and mutter "the same to you."

The General—"Why do you salute and then say, 'the same to you'?"

The Colonel—"I used to be a private myself once, I know what they're thinking."

New Employee—"This work's easy for me. I finished this job in twenty minutes and thought nothing of it."

Boss (after looking at the work)—"I don't think much of it either!"

Reporter: DICK CLENDENING



**PEGGY HAMPTON**, of the Bond dept., is a familiar figure around Sun Ship and you can generally find her at most social gatherings and dances sponsored by the Company. At "Sun's Fun" she ably represented the Bond dept., selling "Wor-sages". Peggy attended the Notre Dome Academy in Moylan.

**MRS. MARY WILKIE**, wife of George, S 1/c, and mother of Gloria and Mary Ann, is a very dependable and capable machine operator on the second shift in 36 Machine Shop Pantograph. In addition to subscribing 15% of her wages for bonds, she has donated 6 pints of blood to the Red Cross. (She said, "six pints, so far".)



**RECENT WEDDING**—Bill Smith, checker in 36 department and Mae Hanratty as they appeared at their wedding which took place recently. "Our Yard" extends its best wishes to Mr. and Mrs. Smith.

**66 DEPARTMENT**  
**"Grin and Bear It"**

Bill Hart was telling the gang in the office the other morning about a gang of movers trying to get a gas range in the door of a cottage down in Ocean City. They couldn't get it in no matter how they tried. Along came the hurricane two minutes later and according to Bill it blew it right through the door and into the kitchen in the exact spot where the people wanted it. Then out of a clear sky, F. A. McShane said, "Was the pipe connected up, too, Bill?" Exit Bill Hart.

George "Speed King" Herner is up in the air these days. The reason is that Frank "Commodore" Mosser has him running the new lumber truck.

Anybody having an extra saw-handle, please get in touch with H. Embree, South Yard. He said he needs one for his carving knife. What are you going to carve, Em?

Norman Lloyd, after getting his change in a restaurant one night, told the waiter that he didn't like the ring of the half dollar he gave him. The waiter said, "What do you want for fifty cents—chimes?"

"Baldy" McGhee went into a restaurant the other day and ordered a dish of prunes. The waitress said, "Stewed, sir?" Baldy said, "No, but I was last night."

H. Embree wants to know what kind of an alarm clock Bill Hart has. He said he still has to leave the front door open so his neighbor can call him in the mornings.

It looks like Bill Retting doesn't have to get off of his front porch to do any fishing. He claims he caught seventy-five clams and twelve fish in one hour out of Ridley Creek.

H. Wilson goes all the way down to Maryland to fish. He came home with twelve but didn't pass any around. He did tell us how good they tasted.

John Fry went half-way across the State to do his fishing. He didn't have a good fish story to tell us for he came back empty-handed.

Bud Hefner has his hands full with that new engineer of his. It looks like he will have to break another man in.

The way that "Jewel" Filbert and "Jeff" Frosch bowled the other night means that they will have a terrific time trying to roll a perfect game.

Frank "Commodore" Mosser made the remark that he was soon due in the March of Dimes down at the Penn Rec. Maybe he doesn't know it, but he has four other men to beat, and they aren't beginners.

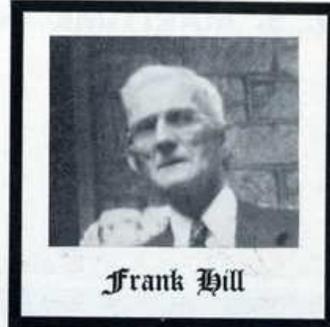
We are wondering if John Fry ever caught the wild duck he was after up in the North Yard Wet Basin. Was it a wild duck, John?

It looks like the Seven Shipway Rod and Gun Club are making arrangements for their annual hunting try this fall. Joe "Believe Me" Pierce is still their president.

Mr. "190" Sanders has now taken over "Speed Demon" Herner's job on the gas truck.

Sing and George Herner are now enemies. Sing claims George is taking all the work away from him.

"Buck" Sammers has been away from the Central Yard so long that he had to come down the other day to see what was new. Then he got lost and we had to show



**Frank Hill**

Frank Hill, head of the Payroll dept., died suddenly at 2 a. m. Sunday morning, Sept. 17, following a heart attack. He had been in ill health only a short while and had just returned home from his vacation. News of his death brought widespread regret.

Mr. Hill began his early career at the Pennsylvania Steel Co., at Steelton, Pa., where he advanced to Works Accountant in which capacity he remained from 1908 to 1916. Later, he spent two years with the Bethlehem Steel Corporation. On November 1, 1918, he entered the employ of the Company. During those years he was a close business associate of our Company Controller, C. B. Dimeler. Mr. Hill was a graduate of Girard College and in after years never missed the annual class reunion of that college. He also attended the Wharton School of the University of Penna. He was greatly interested in sports, mostly baseball and football, and he bowled on one of Sun Ship's teams. He belonged to the L. H. Scott Lodge, F. & A. M. here in Chester and the St. Stephen's Dining Club at Norwood.

Mr. Hill was always known as a good mixer and a fine sport and his mental agility with accounting figures astounded his friends. He was also a man who could be depended upon.

Said C. B. Dimeler, "Mr. Hill was a lifelong friend of mine. I deeply regret his passing".

He is survived by his widow and daughter, Lillian. Our Yard, on behalf of the company, his business associates and friends, extends its deepest sympathy to Mrs. Hill and to his daughter.

him how to get back. He will have to have an escort the next time he comes down.

John Kutcher and Frank Campbell are having a good time rolling their spools from 66 department to 84 department.

Johnny Jenkins is doing all right just now, since he showed his aides how the work should be done.

"Andy" Graham is now known as the "trim man."

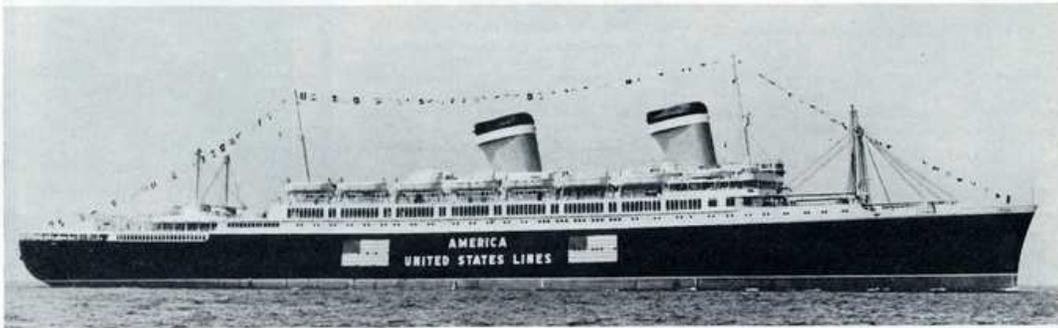
We saw Tom Brown "Jr." Pittinger the other day. And he walked all the way in from the Ball Park to see us.

Joe Sage really knows how to get around his boss. All he has to say is, "The job is done, Penny."

"The Green Hornet finds Penniwell's lost pencil."

Clayton Penniwell lost his lead pencil recently, he looked all over the shop and all through the office. Finally the Hornet

## U. S. MARITIME COMMISSION'S PICTURE OF THE MONTH



Former luxury liner of the Merchant Marine fleet now carries American boys to the fighting fronts. This is a late photograph of the S.S. America which has been

renamed the U.S.S. West Point. All her palatial furnishings have been removed and she has been equipped with practical but comfortable quarters for soldiers.

found out that someone hid it behind his right ear.

Charlie Silcox has bought himself a new farm. It looks like the gang will have to help him plow this fall, so he will be able to sow his Spring wheat. We can get "Snowball" Beyers to help you, Charlie.

"Popeye" Burton is really a roly-polly when he is down at the Penn Rec bowling.

It seems Ray Marcelline is having a hard time trying to get out in the channel with his boat.

"Sam" Hitch is really breaking records out there in the Ball Park. He didn't miss a day while Bill Fetherby was on his vacation. He said the strain wasn't so great while Bill was away.

W. Logan is still helping Embree in production down in the South Yard. Gabrys is Logan's right hand man.

That man Slack is now making cigarette boxes in his spare time. But where is he going to get his smokes?

Everything is O. K. over in the Ball Park now. It looks like Joe Lindenlauf has everything under control. How'd you do it, Joe?

"Dot" Archfield wants to know why John doesn't make the news more frequently. It's only because he just doesn't do anything wrong, but we'll keep our eye on him.

Just to prove that there is no partiality shown in this column, we are going to mention A. Gibbs, A. Roux and T. Zettle who have done nothing also. After all we can only report things which are brought to our attention.

To go even farther in the matter of proving a point to C. Penniwell who claims that nothing can be said about our reporter, "Dutch" Shiner. We think he is a very fine gentleman, but then it's a variety of opinions that makes this world such a place to live in.

We are trying to find out which one of these men got the blueprint first. Was it Bill Retting or was it Frank Stevens? "Last, but not least, don't forget to buy your Sixth War Loan Bonds".

So that is all, gentlemen, till next month. So just, "Grin and bear it."

Reporter: LESTER "DUTCH" SHINER

### MARITIME COMMISSION (Headley Building)

Miss Dorothy Cullen says she was at the shore. Period.

We are not sure of Miss Council or Miss Delaney. Anyway the writer had to bring a nice big apple to each of the girls to avoid a hearing by the Board composed of Office Personnel.

Mr. Gerko is back at his desk after a short illness. Mr. Wolninski had a tough time keeping him indoors while recuperating.

A couple of girls in this department have a habit of playing "hookie" from night school. Incidentally their first names are identical.

Reporter: D. J. MACK

### 91 DEPARTMENT 2nd Shift

Bill Conway, who is convalescing from his recent illness, will soon be welcomed back to work by his many friends.

Mort Blatt didn't surprise us when he received 99.6% in the recent examination (the highest mark in 25 years) for we knew he had the "stuff" all along.

Marge, the proud mother of a baby boy, will soon be back to her former position in Key Punch. The girls would like to congratulate the proud parents.

Very soon in the future if you see Harold running back and forth to the stock room for pencils, you should know the reason why. "Toots" will soon be back and we all know how she loves to munch on pencils.

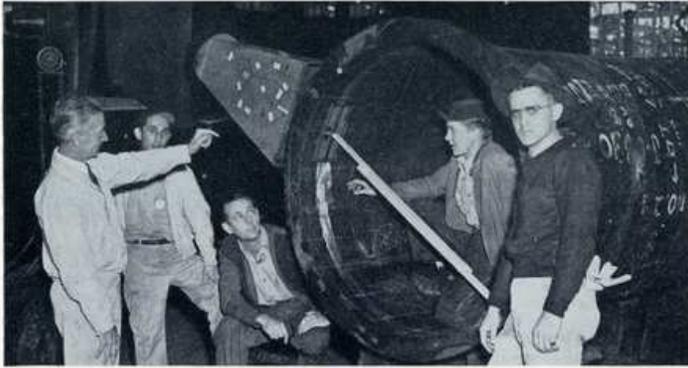
Reporter: RITA PHILLIPS



THE FINAL JITTERBUG Jam Session was held during noon-hour recently at the North Yard. The music and dancing was enjoyed by everyone as shown in this picture.

## SUN SHIP'S GIANT X-RAY MACHINE

This machine rules out guesswork in qualifying welders according to actual ability, and enables technicians to see the difference between a good weld and a bad one. It provides proof because it shows internal defects which otherwise could not be seen and assures the safety of the vessel.



X-RAYING HIGH PRESSURE EVAPORATOR with 250,000 volt portable X-Ray Machine. Left to right: Martin, Gross, Vent, Herko, and Collins.



DARKROOM where the processing of films takes place after X-Raying. Bob Vent (left) and Sid Gross.

### 86 DEPARTMENT North Yard Dispensary

We had quite a break in the routine this month. Both the first and second shifts broadcasted on the Sun Ship Question and Answer Man's program. "Cass" DiAngelo stole the honors on the second shift and Arva White's solo was the hit of the moment on the first.

Who brings carrots to his "little bunny rabbit" these days? Isn't that something!

The clerks' friendly feuds are really something to listen to. Between those and the hill-billy songs, they certainly have something.

### THE BRIGHT SIDE

By Al Plough

Had dinner with my Mother-in-law last night—Cold shoulder and tongue.

When I was a little boy, my Mother would give me a penny every day. She said, "Son, every time I give you a penny, put it in that yellow box over there. When you get five pennies, bring them to me and I'll give you a nickel for them. Put the nickel in that green box over there. When you get five nickels, bring them to me and I'll give you a quarter for them. Put the quarter in that red box over there."

I was nineteen years old before I found out the red box was the gas meter!

### INKS SPOTS FROM THE HULL DRAWING ROOM

Several of the boys in the Armed Forces who have recently dropped in for a visit are: Jack Norman, Les Ives, Ernie Harrison and Bill Buckley. Jack Norman is now in the Pacific theater while Ernie has been on furlough from Puerto Rico. Les is assigned to an outgoing unit at Bainbridge.

Ernest Hosking received a most interesting letter from Bill Deck, in which he states that he has seen action in the Marshalls, Saipan and Tinian. Bill has been promoted to the rank of corporal in the Marine Corps.

Walter Maximowicz, formerly of this office, but now with the A.B.S., Detroit, stopped in while on a vacation trip east.

John B. Stevenson's son, Shaw, has been home on leave from the Navy recently.

Bill Wallace states definitely that he does not come within the category known as "curly wolf".

Two members who have been added to the committee of the "Two-Bit" club are: Edith Neal, to represent the gals, and Joe Clark, to fill the vacancy left by Andy Mac.

It was voted to include the Blue Print dept. with John Dougherty as committeeman. The usual Christmas remembrances will be sent to our men serving with Uncle Sam.

With an eye to winter weather, our crop of G. I. haircuts is being permitted to grow in long again.

Furman Hallman has been in sick bay this month, and has had two major operations performed at Taylor Hospital. Our whole crew is wishing him a speedy recovery.

What Ho! The autographers are at it again. Several novel effects have been discovered, including "O'Koonzy".

We belatedly extend our deepest sympathy to Al Hubay in the sudden loss of his sister, Victoria.

The M.D.A., Port of Chester held its monthly meeting on October 26th at the Lithuanian Hall.

To rectify a previous erroneous statement of this column we report: "Betty Lindsay Ain't Gonna Get Married in November! !!" We still think she would make a lovely bride, and to make this column look right, she should oblige us.

Mary Jane Bell is advised that the term, Ink-Slinger, drafting sobriquet, is not obtained by spilling a bottle of ink all over your clothes.

We quote in passing:

Mary Jane R.—"Wise up boy! Frank Sinatra—He's wonderful! !!"

Jack Petchel—"Now that slow-fast ball is real stuff."

Harry, the Tailor—"I can't get any gas for my aeroplane."

Joe Clark—"My team would have had an undefeated season if we hadn't lost any games."

Bob Hoffman—"Still says, No! !!"

Mary Jane B.—"Says ..... and .... says."

Dot Boulden—"I have another date with Mary Jane."

Sourdough Hinkle—"I haven't been able to secure galoshes for my hoss, Fallen Biscuit."

Edith Neal—"I don't like your attitude, Mister."

Reporter: FRANK L. PAVLIK

**88 DEPARTMENT (Guards)  
Squad "A"**

We wish to report that Sam Bair is back on his feet again. Sam took care of a couple of heels that bothered him. Everything is "Rosie" now with Sam.

Who said Jim Sweeney was going to pick cotton down South? We feel that he can do all his picking up North. He gets plenty of practice, eh Jim?

Who is the guard who bought some bananas and the man gave him one for the BABY. What Baby, Rip. Still holding out on us, Huh?

Signs of winter for the guards—leggins, short pants, shined shoes. Wasn't the summer grand with the long trousers and no varicose veins?

We all know Captain Swyers is a hot one, but when the wires under his dash on the old buggy started to burn the other day, we sure were surprised that he would get that hot over a little thing like a balky generator. Oh my, Cap.

The welcome mat is out for George Dum, Johnnie Walters and Mrs. Donahue. We welcome you into our fold of fellow-wolves.

Reporter: WALTER BELL

It's pretty near time for Capt. Johnson to put on the heavies.

Wayne Morris is back after his week's vacation and we know he spent it up State. All set for the hunting season, Wayne?

The boys are back in winter uniform again and, *Oh Boy*, what a difference a few pounds makes.

No news from North Yard in a long time. Capt. Watkins should delegate someone to let us in on the doings up there. Number Four Yard also. We used to get a nice write-up from these yards. What ya say, boys?



C. E. HARRIS, Guard in 88 dept., shown with his two sons. Left: S/SGT. CHARLES R. HARRIS, U.S.M.C., and on the right, WALTER E. HARRIS, MM 2/c, in the U. S. Navy.



**MARATHON DANCER**  
—James Nagel, a

guard, says: "I've danced in Marathon contests from Maine to Frisco and in 1932 I broke the World's Solo Dance Record at Fulton, New York." At Chicago he danced in contests against such Marathon celebrities as May and Joe Rock at the White City Ball Room. How about putting on an exhibition for us some day soon, Jim?



**A LIVELY INCENTIVE RALLY** — was held in the Central Yard on October 11, when Marine Private Frank Olechnowski and Lieutenant Mary Gresko of the U. S. Navy Nurse Corps spoke before several thousand Sun Ship workers.

Pvt. Olechnowski gave an eye-witness account of the bloody invasion and conquest of Tarawa in which battle he received a shell wound in the neck. Nurse Gresko described the sufferings and the medical treatment received by our boys on Tarawa.

The rally was repeated at the North Yard on October 16.

Pictured, left to right, are: Lieut. Gresko, Vice President John Pew, Jr., Incentive Officer Lieut. Harold D. Cohen of the Philadelphia Navy Yard and Marine Pvt. Olechnowski.

**MOTHER OF NEWSBOY WHO SOLD \$3,160  
WAR STAMPS CHRISTENS SS LONE JACK**

Donald Bruwier, 13 year old Detroit newsboy, who won the Mid-West championship for selling war stamps in a recent bond drive and whose mother christened the SS Lone Jack at Sun Shipyards Saturday, Oct. 21 took part in the ceremonies marking the launching of the big tanker.

Donald is a carrier of the Detroit Times and sold 31,600 10-cent war stamps in a contest staged by newspapers. The nation was divided into districts and the lad was victor in the contest in the states of Michigan, Indiana, Illinois, Iowa, Kentucky, Minnesota, Wisconsin, North and South Dakota.

He was given the honor of naming the sponsor and picked his mother, Mrs. Henry Bruwier. She is a war worker and in her job in a Detroit munitions plant, she has not missed a day's work in more than a year. She will receive a \$1000 war bond for christening the Sun Ship tanker.

"I am going to buy a new dress and take my first vacation in a long while", she said. "It was the proudest moment in the lives of Donald and I."

The youthful war stamp champion wants to be an aviator. He earns \$11 a week from his newspaper route and from his savings he has bought one \$100 war bond and five \$25 ones. He also has \$75 in his own bank account.

The launching of the S.S. Lone Jack took place at 5.03 P.M. in the North Yard.

A sponsor chosen by the winner of the war stamp sale contest in the Eastern district christened the Sun Ship tanker Yellow Tavern on Friday morning, Oct. 27 in the Central Yard. This contest also was conducted by newspapers of the district.



MRS. HENRY BRUWIER



DONALD BRUWIER



**SUN SHIP TEAM** which recently helped put the YMCA Drive for memberships over the top. The Sun team was highest of all ten with 175 memberships. High man for the campaign was Dick Bell; high boy was Dick Bell, Jr.

Left to right: Preston Lilley, Dick Bell, Dick Bell, Jr., Lou Worrall, Jr. and Willis Brodhead. Absent when the picture was taken were Bill Elliott, Leroy Wright and Al Burfield.

**STORERUMORS — 80 DEPT.**

Welcome back to Johnny Maloy after his recent operation. Johnny looks great and feels just as fine.

We are all glad that "Ginny" Detwiler is O. K. and up and around after her recent operation. "Jimmy" was granted special leave and flew here from Miami to be with Ginny at the time.

And talking about casualties, 99% of the Typist office and 2% of the Traffic department were a happy but sad looking crew the morning after the joint shower-party given by Alice for Mary Marsh and Pat Scappo. Both girls received many fine gifts and were very agreeably surprised. The doings, later, were hilarious, to say the least.

"Baby" Mary Foreacre pulled a quickie on the gang, getting married when her soldier boy came in on leave. Best of luck to the Marsh twosome. And if Alice's string telling fortune works out to be true someday we'll be saying good-luck to a foursome.

Pat and Johnny's house-warming was also an 80 high-spot. The "jernt was jumping." Madge Gill maneuvered Jack Favinger and Robby into a joke telling duel. From then on it was, "That reminds me of one."—some good, some bad but brother it was a riot.

Sophie Brown finally got those tonsils whacked out. The gang is anxious to know if she put them in alcohol for a souvenir.

We offer an apology to Anna Craft's husband. It seems we tendered her our best wishes on her 25th wedding anniversary. Mr. Craft says, "How about me? Where the (censored) have I been the last 25 years?" We could add an editorial note to the effect that that question has been asked by husbands since time began.

Looks as though we'll have to fire Alice Flynn as our cub assistant. Alice let us down with window news the last two times. Tsk-tsk Alice.

Mrs. "Robby" Robinson gave a weenie roast for a number of the girls. Among the pioneers present were Edith Korp, acting as co-hostess; Toni, Stella, Baby Mary,

Ann Holdren, Blanche, Mary Murray and Pat. Six of them who came by train all sat in two seats. Pat and Edith are contemplating entering a claim against the R. R. Co. for a refund. A good time was had by all and they enjoyed the food, scorched dogs and all. Ann was a little sore from the spill she took in one of the games. Poor little Mary Murray dozed off during a ghost story. It was way past her bedtime. Blanche put little Stevie to bed in a big hurry; she was afraid she'd miss something.

**"Anglin" at Aberfoyle**

E. Glowitz has returned to work after a long illness. Welcome back.

Harry Bass has left the fold to join the staff of the Borden Company. Lots of luck to you, Harry.

We regret the passing on October 1st of Boyce Hemphill. Boyce had been associated with the labor crew for the past two years.

Short shots—"Sam" Gibson, better known as Singin' Sam, the Telephone Man, is now a member of the Aberfoyle Deck Crew. Nate Weider is a past master at candy making. His samples are superb, but how about more Nate?

Dick Kelday celebrated Friday the 13th, by getting a hair-cut. When did you say Friday the 13th, comes around again? No, not that. Ford vs. Chevrolet or rather Sam vs. Scotty. The results show Sam the winner. Creighton (Moe) Johnston still lays claim to be the champion oar painter of the world. All challenges accepted.

Will someone please give Art Morgan a map of Philadelphia? No, Art, Camden is not west of Philadelphia.

**"Tremors from No. 2"**

Baldwin still has a medicine cabinet for the boys. Calimer is griping about his little boy, Butch, who has developed a mania for dish-breaking since he is walking.

Torpey, the jeep man, is running for Mayor of Wayne. Johnson is doubling his cake order so that he can better take care of Gilmore's demands.

"Moitle", the cat's one remaining off-

spring, is doing nicely. "Moitle" is still official paper-weight for the office.

**"Here & There"**

Al Frantzel evidently took Horace Greeley's advice and has gone West. Best of luck to you, Al, and let us hear from you.

And a reminder from the girls who celebrated birthdays in October—Dolores De-romedi, and Blanche Donnelly. Many happy returns of the day.

Jack Hamilton doesn't believe in showing partiality. He rides in on the train and goes home on the bus. What kind of a system is that, Jack?

Sorry to hear that Bill Tee is ill. Hope you'll be back soon, Bill.

Fred Long, formerly an E.T.D. here, was awarded the Bronze Star for bravery in action in France.

We are very sorry to hear that Miles MacLean is still in the hospital. Miles has had a long seige of it. Get well, fellow.

R. Childs after a long convalescence due to a knee injury is back on the trucks again.

Reporter: 'SM' ROBINSON

**COPPER SHOP**

Whaley sold his Buick to get rid of his troubles. Now he is running himself ragged looking for another car. Wilkes sold his troubles and bought a Buick. Now he is having trouble getting gas to run it. So now Wilkes is in the same boat Whaley used to be in.

Mr. C. Jones and his second shift men went to Woodland Beach on a fishing party and are looking forward to the next one. Plenty of fish were caught and a good time was had by all.

If you are having mechanical trouble on your car, plane, or in your home, just call on Harry Ayjian.

Ralph Guarente went home the other day to find the surprise of his life. His little boy built a fire in his father's bed.

When is Joe Mrsic going to pop the question? He has had us dangling for sometime. How about it Joe, when is the big day?

Mr. C. Ardes and Mr. P. Fletcher attended the Fireman's Convention in Hazleton, Pa. on the first of October.

J. Capitoli has finally returned to the Copper shop after being out two and a half months for an operation.

Jack Marsh paid the Copper shop a visit after being in the Army for four months. While he was home, he married Mary Foreacre.

A. Judge, who has been in the Army Air Corps for six months, recently dropped in on the Copper shop.

We, the Copper shop, extend our good wishes to Mr. R. Denston on his 48th birthday.

Reporter: SHIRLEY SPENCER

**"OUR YARD" HAS BECOME A  
"MUST" FOR SUN SHIP MEN  
IN THE ARMED FORCES.**

## WORLD WAR I SHIPMATES MEET AFTER 25 YEARS

Over the radio came the voice of Harry Aperio, a Sun Ship worker, telling of his duties in the Yard and expressing joy that his home city of Marseilles was in Allied hands.

Listening in his electrical shop at 4917 Market st. was Ernest Wilson. There was something familiar about the voice and when the name of Harry Aperio was mentioned, Wilson recalled experiences of more than a quarter of a century ago when he and Aperio were shipmates in the first World War.

Wilson was in the British Navy and his pal was in the French Navy but the war threw them together on the S.S. Jabotao which had been captured from Germany. After the conflict, they had separated. Both had come to the United States; both had become American citizens and both were living in Philadelphia.

Wilson sent a letter to Sun Ship asking for information about Aperio. John G. Pew, Jr., Vice President, informed him that his war buddy was employed in the Sheet Metal department, North Yard, and resided at 531 E. Westmoreland St.

There was a happy reunion when they met at Wilson's home and at the next Sun Ship broadcast the former British sailor told of his experiences. He is married and is the father of two children. Harry Aperio also is married and is the father of three children born two years apart but in the same month, on the same day and almost at the same hour. They are Michael 12, Magdalene 10, and Claire 8. Their birthday is May 15.



HARRY APERIO



ERNEST WILSON



CRANE OPERATORS, NORTH YARD, SECOND SHIFT—These are the boys who keep the steel rolling along under the careful supervision of their leader, Ed. Short. Their motto is "Safety First."



INFORMATION PLEASE—R. C. Weber with Mary Boccella (left) and Betty Butler (right) verify progressive rates on employees in the various departments of the Yard. Mr. Weber has three sons in the Armed Forces, all of whom are shown on page 4.

### BURNER'S RAMBLINGS

One who believes in looking ahead is burning leader Pilachowski, known as "Ponzi". Ponzi is making plans not to be crowded off the highways of the future. He is now learning to pilot an airplane. "None of your traffic snarls for me", says Ponzi.

We wish Freddie Giannascoli speedy recovery from his recent operation. Hope to see him back at work soon.

Layman "Fire-Ball" Bentley, who earned his nickname due to his pitching, has a complaint to offer. He says he lost his control. What do we call you now, "Fire-is-out Bentley"?

Seen standing before a vending machine during a recent lunch hour was Steve Palma. What was the matter Steve, was your coin stuck in the slot?

George Pounds has tucked away his victory garden until next spring. However, he is still operating a good cause, a young boys' club in his neighborhood that is intended to keep the youngsters out of mischief.

How about a word in here for Sun Ship's angels of mercy? Not only are they well trained in giving relief to injuries but they

are mighty patient. We owe them a salute for their untiring work in helping others. We are not forgetting the doctors, but the nurses are prettier.

That was Ray Hayes wearing dark glasses. Not for disguise to fool his public but he was in the Engine room so long, he couldn't see in the sunlight.

Nate Olshansky, the former band leader, has an invention in mind that may help us attain a more comfortable way of life. The plans are, of course, post-war. Good luck, Nate.

Dom Oliver has the most even disposition in the Burning department.

The dead-pan comic of the burners,— Joe Milo. We hear tell his humor is out with Mrs. Frances Milo, his bride. Guess we know who is the one to do the talking there.

George Weddle, the antique collector, is still searching for missing coins to make up his almost complete collection.

How about a cheery "Hy" to the hose repair men, Irv, George, Jim, Joe, Rabbit, Dick, and the others.

Another group rating thanks for their efforts to aid us in our earning a livelihood, the Tool-room men and women.

Nate Schwinger looks like a new man since the Missus came home after her lengthy vacation. Almost in as good shape as when he was a football great.

Joe Dean is back at work after his being ill recently. Glad to see you, Joe.

The shrinking gang would like to see some news of their fellow workers. Okay, send it in, we'll gladly publish it.

It looks like it may be a long cold winter ahead for our forces in the European theatre of war. Let's make it a little easier for them. Every day you work is a day less they may have to stay away from their homes. Give it all you've got, fellows, let's get this over with by helping get the ships out.

Remember, keep those torches high for Liberty.

Reporter: TED LOUPUS

"Our Yard" extends its deepest sympathy to Ed Bell, 91 department reporter, on the recent death of his mother.



**JAMES B. LOGUE**, better known as "Jimmie," lives in Chester and has been with Sun Ship for 14 years. He served his apprenticeship at the Wetherill Plant where is now a lathe operator in the maintenance department.

**THANKS TO ROBERT FITZGERALD** for his kind thought of donating books and magazines to "Our Yard" which were turned over to the local U.S.O. Bob is an operator in North Yard's Powerhouse and has been with Sun Ship for three years.

**GEORGE N. WILKINSON**, layout in the South Yard Fabricating Shop, came to Sun Ship in June, 1941. He is married and resides with his wife and three children.

**MRS. ARLENE WARREN** of 33 Department who repairs time clocks for Sun Ship. Mrs. Warren's husband is serving with the Armed Forces overseas.

**W. BRITTON TARRY** of 74 Department, Central Yard, who will have completed five years of service with Sun Ship in November. Britton is married and resides in Bortondale with his wife and two children, Patsy 10, and Eddie 6.

**EDWARD COURTIN**, Asst. Foreman in 46 Department, has been with Sun Ship for three years. He is married and resides in Woodlyn with his wife and son Stephen.

## Guess Who?



No need to—it's none other than jovial, good-natured **HARRY SIMON**, Secretary to Vice President Burke. He has been with Sun Ship nearly 12 years and has gained a host of friends here in that time. Harry began over at the Wetherill plant in the Experimental Division as secretary to Consulting Engineer J. B. Frauenfelder. Later he worked in the Timekeeping department and for Capt. Harold Campbell in the Dry Dock office. In October 1937 he became secretary to Mr. Burke.

Harry lives in Glenolden and is the father of two daughters. Dorothy S. Moore, his elder daughter, works in the Purchasing department of Sun Oil Company while Jane attends Glen-Nor High School. Harry, by the way, is an expert amateur photographer and belongs to a number of camera clubs here in the county. Up in the Main Office cafeteria any day at 12:45 if you see a group laughing and cutting up, it's ten to one you'll find Harry in the middle of it. What we want to know, Harry, is—why didn't you go on the stage?

## QUESTIONNAIRE SUMMARY

Is OUR YARD helpful to Sun Ship morale? ..... Yes—140; No—2  
 Is it interesting? ..... Yes—141; No—1  
 Do you wish it continued? ..... Yes—142  
 Should it be published monthly or every two months?  
     Monthly—130; Every 2 months—5; Weekly—1; Quarterly—1  
 Is present size and makeup satisfactory? ..... Yes—124; No—2  
     Want it larger—3; Smaller—3

List features you like best

	Vote	Percentage
1 — Departments and pickups .....	79	23%
2 — Service letters and photos .....	65	19%
3 — Pictures .....	42	12½%
4 — Know Your Fellow Workmen .....	29	8½%
5 — Launchings .....	26	7½%
6 — Sports .....	18	5%
7 — I Remember When— .....	15	4½%
8 — Babies .....	14	4%
9 — Service Awards .....	13	3½%
10 — Ships We Build .....	9	2%
11 — Safety .....	6	1½%
Idea Contest .....	6	1½%
Cover Page .....	6	1½%
Poems .....	6	1½%
12 — Picture of Month .....	4	1%
13 — Bilge 'n Ballast .....	3	1%



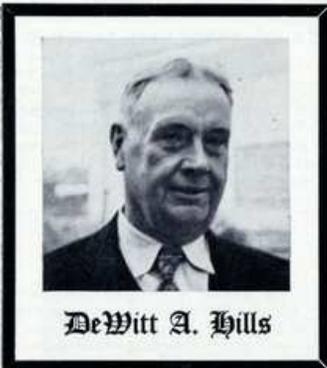
**STORES ACCOUNTING DEPARTMENT, N. Y.** — Left to right: A. M. Kallenback, F. W. Moore, Supervisor, G. D. McGeehan, V. Damico, J. H. D. Good, M. J. Ryan, M. L. Piison, M. A. Wingate, E. C. Hall, M. E. Ruby, E. A. Diamond, L. J. Carroll, C. A. Blake, G. M. Hitchens, I. K. Gainey, E. D. O'Neill, E. A. Leonard, T. L. Poole, E. M. Murphy, B. W. Savage, N. I. Richs, B. A. Seivder, M. D. Duffy, G. C. Rossmann, D. E. Leonard, I. M. Wilkinson, F. H. Gay.



**BILL VOGEL** is a loftsmen and has been with Sun Ship for nine years. He is the son of Walter Vogel, Sr., who supervises the installation of oil refining equipment for Sun Ship all over the United States. Bill formerly lived on Lindsay street but has recently moved to Highland Gardens. His daughter, Susan, just recently passed her fifth birthday.

**47 DEPARTMENT  
(North Yard)**

We have been told that Arthur Murphy, 47-4836 has been promoted to an "Uncle", and boy, the buttons will just about hold his chest in. He goes around with his head up in the air and his eyes beaming with satisfaction. He sure is a proud "Uncle Art". How about cigars, "Unc"?



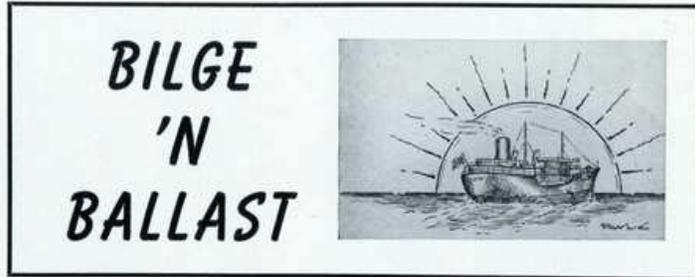
**DeWitt A. Hills**

Mr. Hills, Sun Ship's Exit Interviewer, died suddenly of a heart attack at his home, 210 Elm Avenue, Swarthmore on Sunday, October 8.

Mr. Hills was born in Canandaigua, New York and had lived in Swarthmore for the past thirty-five years. He came to Sun Ship two years ago and prior to that time was Sales Manager for the Marchant Calculating Machine Company in Philadelphia.

He was a member of the Lansdowne Lodge F. and A. M. and was also a member of the Swarthmore Presbyterian Church and an active member of the Men's Bible Class and Players' Club. He is survived by his wife, Mrs. Lula Hoff Hills; a daughter, Mrs. Amsey McVay of Front Royal, Va., and two grandchildren, Jackie and Priscilla McVay.

"Our Yard" on behalf of the Company extends its heartfelt sympathy to Mrs. Hill and daughter.



**Ships Watches**

At the shipyard, we report for work on first, second or third shift, as the case may be. In comparison, the periods of duty at sea are denoted as "watches" and the day is divided as follows:

- First or Evening Watch—8 p. m. to midnight
- Mid Watch—midnight to 4 a. m.
- Morning Watch—4 a. m. to 8 a. m.
- Forenoon Watch—8 a. m. to noon
- Afternoon Watch—noon to 4 p. m.
- First Dog Watch—4 p. m. to 6 p. m.
- Second Dog Watch—6 p. m. to 8 p. m.

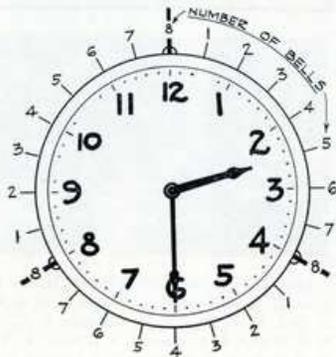
The dog watches are a holdover from the two watch system where men served on the alternate watches. The odd number of periods in the day occasioned by the dog watches varied the work period on consecutive days.

At present the three watch system is in general use; that is, the period on duty is followed by two periods off duty, and the two dog watch periods are combined into one dog watch. With this system, the men are on duty during the same watch period every day.

The term "watch" may also be used to indicate the location of the post of duty, e. g., the anchor watch, etc.

**Ships Bell Time**

On board ship the day begins at midnight and ends at midnight on the following day. The ship's bell is struck at half hour intervals in cycles of 8 bells corresponding to each watch. This is illustrated by the diagram below. Thus at 2:30 a. m. we would hear five bells struck in groups of two with a pause between, as follows: ding-dong, ding-dong, ding. A man standing watch is thereby enabled to tell time



at each half hour period without looking at his watch.

An American sea custom is to strike one bell fifteen minutes before the change of watch as a signal to those below decks to prepare for duty.

One version of the custom of sounding the time on the ship's bell dates back to the 14th or 15th century when sand glasses were used to mark time. They were of half hour duration and when the glass was turned the appropriate signal was struck on the ship's bell.

In the British Navy, since the mutinies of 1797, there is a custom of striking one bell instead of five at 6:30 p. m. Tradition has it that at a certain port the signal to mutiny was to be the striking of five bells in the last dog watch. The officers, hearing of this, ordered one bell to be struck and the mutiny was averted. At any rate, it is an interesting yarn.

**Weather Forecast**

With a nod to Bill Payne and the rest of our shipyard weather prophets, we present a collection of weather predictions. This may help you to decide about wearing that raincoat tomorrow.

A red sunrise, occasioned by reflection of sun's rays from the clouds, indicates rain or snow.

A deep, clear blue sky indicates fair weather, even if the sky is partly cloudy.

An increasing white haze heralds the approach of rain or snow.

Gray or greenish sunsets warn of rain.

Wind effects upon the weather may be summarized as follows:

- Wind blowing from the North—falling temperature
- Wind blowing from the East—Storms
- Wind blowing from the South—Rising temperatures
- Wind blowing from the SW to NW—Fair and cooler
- Wind blowing from the S to W—clear and dry
- Wind blowing from the S to SE—Rain
- Wind blowing from the S to SW—clearing soon
- Wind blowing from the SE to NE—Rain in 12 to 18 hours
- Wind blowing from the E to NE—Rain or snow

A halo around the sun or moon is caused by a layer of ice or rain particles in the upper atmosphere. It does not necessarily mean rain or snow.

We might add that when in doubt it is always in order to consult your wife and wear the raincoat just in case.

—FRANK PAVLICK

33 DEPARTMENT FLASHES

The employees of the shop and balcony were certainly given the surprise of their lives when they learned that our Florence and Roger had pulled a fast one and had slipped off to the Sunny South and become Mr. and Mrs. Roger Smith. Everyone from the boss to the helper wishes them God-speed and all the luck in the world for they certainly deserve it. Florence is our Department "pin-up girl" on the balcony and is tops with the armature winding, and Roger, who came into our Department from the Main Office, held first place as the "glamour boy" of the Department. Unfortunately he has now joined the Society that holds the largest membership in the Department—the "Forgotten men of No. 33 Department". We hear that already he has been approached by such long-standing members as Henry, Jim, Jack and last but not least, the Clairvoyant of the Department, Bob, himself. All joking aside, we say once more, good luck and best wishes to Roger and Florence.

Gerald reports a terrible trip down to the Point. We tried to advise him to be sure and impress on the minds of his associates on that trip that they were going for fish and nothing else. The result—about six or eight small fish among that crowd of ten or twelve gorgeous fishermen. Hey! hey!

Some bard once related that we couldn't have all the joy and happiness in the world without its attendant measure of sorrow, and all heads of the Department were bowed in sorrow at the loss of one of our closest associates and a gentleman



ENSIGN MARY E. PAXTON, daughter of M. M. Paxton, Assistant Head of the Purchasing department. Ensign Paxton is at present stationed in Washington, D. C.

of the old school, who had been a long and faithful servant of the Company. His sudden death was a shock to all who knew him and lived in the gracious and kindly atmosphere of his princely friendship. Words fail on an occasion like this, and we realize how futile words are to the loved ones of the deceased. In Edward Jordan, the Department has lost one of its most valued Leaders; the Maintenance Department has lost one of its most devoted workers. His work in that Department will long be remembered for its efficient and thorough manner. To know Edward Jordan was to realize in an immeasurable

way that here indeed was a man one could be proud to call a friend, and to whom one could go with all doubts and worries and be assured that after talking to him all these petty things would vanish.

Hazel is still on the receiving end of communiques from the battle-front, the result of her picture appearing in a recent issue of "Our Yard."

Catherine Dodson of 33 department, Central Yard, and Wilburt York of 59 department, Central Yard, were united in marriage at the Trinity Lutheran Church, Chester, Pa. on Saturday, September 30.

Jack's fan mail is increasing. And this is a reminder to all you lads in the Yard, if you have any suggestions for his broadcasting, don't hesitate to tell him about it. You'll see how obliging he is. We want to tell him how much we appreciate his agreement with our suggestion of the "Hymn of the Day" which should continue as a reminder to us how close we should draw to our Master in these troubled days and give thanks to him at all times for his gracious goodness and blessings to carry us over the rough path.

To the members of our Department who were called to service with Uncle Sam lately, and all those brave and gallant fellows who are already doing all they have in their power, we salute you with the solemn promise that each one of us will endeavor by our work on the home front to carry out the promises we made to supply you with every bit of material necessary to win a glorious and everlasting peace. Keep up the good work and believe that every one of us here at home will do nothing to discredit you.

Reporter: HOMER REICLE



SOUTH YARD ELECTRICAL EXPEDITORS — under the leadership of H. Jahn. Left to right: Mark Edgar, Jim Garvey, Armstrong "Popular Pop" Elliott and Edward Conway.



X SKIDS OUTFIT, NORTH YARD, THIRD SHIFT — First row: M. McKittrick, G. Perry, E. Reagan, and G. Washington; second row: P. Lorenzo, J. DiStefano, leader, R. Pitelli; third row: J. Gozdoziak, Sam Collise, J. Salpizi, E. Wager, J. Dimio, D. Sperry, and L. Jackson.



YOU CAN WALK ON A WOODEN LEG



YOU CAN CHEW WITH FALSE TEETH



BUT YOU CAN'T SEE WITH A GLASS EYE



WEAR YOUR GOGGLES!



### CHARLES E. MARCH, VETERAN 45-YEAR MAN, RECALLS THE OLD DAYS AT WETHERILL PLANT



How many of us can remember back as little as a month and recall what we did on the job any one particular day? But if you were to say to Charles March, "What did you do on October 7, 1901?" he could very easily tell you in a matter of a few moments.

Charles March has kept a daily time record of his activities for 46 years. Each entry shows the job, place, amount of time and any interesting events that took place on that particular day. It is a fine record and grows more valuable both in historic and sentimental value as time goes by. And when you know that Charles has a performance record of 98% of the time on the job, and the other 2% absence unavoidable, it is an even more remarkable feat to have preserved such a complete record.

In those days the men worked 60 hrs. a week, no night work since the only light was gas light. The starting pay was \$15.00 per week, and a good man made \$18.00 per week. The men worked every Saturday and practically only death itself was a valid enough excuse to get off.

There were no filing tools, no grinders, no compressed air; everything was done by hand, the hard way. The men had to be and were rugged.

Horse power was used for hauling and the men pushed hand cars on the narrow gauge tracks. It was work and sweat; and every so often a Saturday afternoon baseball game in the weeds of Milmont.

"I remember when", said Charles March, "the building along Sixth street, from the office toward Madison street, was erected in the summer of 1898. I started to work for Robt. Wetherill and Co. in October of 1898. The building was erected by William Provost and used as a boiler shop. In it were made Berry Safety Boilers, Return Tubular Boilers, stacks, flues, mechanical pressure filters and all manner of plate work. We still have a few men around who worked there: William Bonner, John McClay, Edward Miller and James Bell.

"When Sun took over the plant in 1918, the machinery and men were transferred to

the shipyard as soon as the new No. 3 machine shop was ready. We fellows were up a tree; the conversion to Marine work necessitated the learning of an entire new vocabulary and technique of operation. After all, we had been a stationary engine shop.

"Prior to the time Sun took over, during the period 1898 to 1901 the Wetherill Plant grew swiftly and many new improvements took place. I would like to give you a brief picture of those years."

Charles March paused and then continued with his reminiscing.

"Before the erection of the new power plant the only power we had was a 12 by 30 Corliss engine belted to a line shaft, and a Berry Safety boiler located next to the driveway where pattern lumber is now stored. When the new power house was built, the power to operate all the machinery came by lineshaft and belts through No. 1 shop, both floors, across the overhead bridge to No. 2 shop, both floors and to the large engine crane at the corner of Sixth and Upland Sts. It was a big belt all right. The buildings were heated by exhaust steam, and the floors were three inch oak planking. The cement sections were put down in later years. The shops were connected by a narrow gauge track and it was a common sight to see several dozen men pulling a 26 ton casting on a car.

"The stable on Upland Street housed six horses, our motive power, and I am reminded of one big bay that was purchased from the Moya Fire Company. We used it in a cart to bring gravel to the foundry. One day the Moya bell rang, off went the horse, and cart and gravel were headed for the fire.

"It was noticed that when the horses stood at a certain spot on the trolley tracks they reared up and often took fire plugs and building corners with them. We couldn't figure it out until someone investigated and found that due to some freak power jump, the tracks were electrified.

"You may have observed a railroad crane now standing at the corner of Sixth and Upland streets. At that time the Penna. R.R. tracks were on the street level and the crane was used to load the work built in the shops. It was hand operated.

"The No. 2 Machine shops around 1918 to 1921 had an erecting floor where triple and quadruple steam engines were erected. The shop crew won a large American flag

because they assembled a triple expansion engine in one day.

"As one looks back over these years, vast improvements stand out, such as: electric power, use of compressed air, electric and gas welding, better measuring tools, high speed cutting tools and lubricants to aid cutting and finishing. These and many more would delight the souls of many of the old timers who cursed and bullied their jobs out. The workmen today cannot appreciate the fine conditions they have unless they had worked under the other conditions."

This article would not be complete without mention of the fine collection of pictures and souvenirs which Charles March has. There are many fine shots of complete machinery installations for Kodak, Worth Steel, Henry Altemus, Philadelphia Rubber Co., J. A. Roebling Co. and many others. It is surprising to note that we here at the yard today are receiving wire from J. A. Roebling still being made by those original machines.

There is a punching in his collection from the first keel ever made at "Sun".

In his travels as an outside man, Charles March met many interesting persons and had many unusual experiences. We regret that space does not permit us at this time to print all the very interesting data given us by Mr. March.

Good luck to you, Sir, and may your association with Sun continue for many years to come.

SID ROBINSON.



JOHN ZANGRILLO — a pipefitter, who has been with Sun Ship for 1½ years, has bought a total of \$2500 in bonds. He is showing some of them to W. Stone, also a pipefitter with 2 years service.

## NOTICES

Copy for this column must reach "Our Yard" Office not later than the 25th day of each month for publication in the forthcoming edition. Yard Phone 304. "Our Yard" assumes no responsibility for errors appearing in this column.

We wish to thank the employees of Sun Ship for the flowers they sent and their many kind expressions of sympathy during our recent bereavement.

MRS. FRANK HILL  
LILLIAN HILL

FOUND — Wedding Ring about July 14. Owner please call at the "Our Yard" Office, C. Y.

OUR YARD cannot be responsible for the care of pictures submitted for publication.

Report all Lost and Found articles to Lost and Found department, Central Yard, next to 74 Tool Room. Phone 304.

# "I Christen Thee — for Victory"



MRS. EDYTHE M. JAMIESON, wife of Neil R. Jamieson, Chief of Order dept., sponsored the S.S. Chrysler's Field. Mr. Jamieson has been with Sun Ship for almost 28 years.

LIEUT. BERTHA LANIER, A.N.C., sponsor of the S.S. Black Jack, and her father, C. B. Dimeler, Controller, who holds a 26 year service record.

MRS. LILLIAN D. JACKSON, wife of Thomas M. Jackson, Electrical Engineer with 25 years and 8 months service, sponsored the S.S. Groveton.



MRS. ALICE NIEHUIS, sponsor of the S.S. Volverde, and her husband, John Niehuis, Assistant Foreman of the Blacksmith shop, who has 26 years and 8 months service.

MRS. CAROLINE PASTICK, sponsor of the S.S. Diamond Island, and her husband, John, Foreman in the Regulating dept., who has a 20½ years service record.

MISS JERRY CURRY, daughter of Robert Curry, Timekeeper in 91 dept., who has been with Sun Ship nearly 21 years, sponsored the S.S. Turkey Island.

## No. 4 YARD NOTES

All the boys and girls in No. 4 Yard are making many comments about the fine work being performed by Leader Cannon of the Sign Painting department and his fine group of stalwarts. The work that they are doing on the billboard in No. 4 Yard is most interesting and fascinating.

Eddie Lamberson, General Superintendent of No. 4 Yard, celebrated his 50th birthday on Saturday, October 7. He was the recipient of many fine greetings from his fellow workers. With the project coming along very successfully, Eddie was able to celebrate his birthday at home without his usual worry.

Special mention should be made of the many migrant workers who are now working in the No. 4 Yard who were sent from the South by Sun Ship interviewers. Many of the men have made a successful adjustment and are working in complete harmony with their fellowmen. John G. Pew, Jr., Vice President in Charge of Personnel, is very happy over the fine adjustment that these men have made.

Many of the football fans in No. 4 Yard are singing the praises of their respective fellow-workers who, at the present time, are playing with the various amateur and semi-professional teams around the city of Philadelphia. "Jeep" McClain of 36 Installation, "Bill" Burnett of 92 Counters and "Big Boy" Jefferson of the same department seem to be holding the spotlight at this time. We wish them the best of luck but expect them to be on the job the morning following the hard game.

The Personnel Office at No. 26 Way will be available to second-shift men. Joseph West, a graduate of West Chester State Teachers College, will be handling personnel problems during that time.

The launching of the barges in No. 4 Yard have caused a great deal of excitement. The first barge launched was about to be sent into the Delaware River without the usual bottle-breaking ceremony.

A very able and energetic stagebuilder decided to accept the honors and used a milk bottle filled with water as a substitute for the champagne. The barge was launched and the bottle-breaking ceremony was successful. Mr. Burke, Vice President

and General Manager of the Sun Shipbuilding and Dry Dock Company, viewed the ceremony with hearty approval.

The construction of the barges in No. 4 Yard is being successfully brought to a close. Eddie Lamberson has nothing but praise for the men for the fine work they have done.

The Personnel Office in No. 4 Yard has publicly expressed their appreciation for the fine way in which the employees are increasing their bonds. They are all set for the coming bond rally and expect to go over the top.

### SPECIAL NOTE

We, the employees in 47 department, No. 4 Yard, and the many friends and admirers of Pete Trosley, Assistant Foreman, 47 department, No. 4 Yard, mourn the loss of this great leader. His passing has created a vacancy which will be difficult to fill.

Employees of No. 4 Yard are being urged to report their changes of address immediately at the Personnel Office at No. 26 Way. This will insure the proper mailing address for bonds and other confidential matter released by the Sun Shipbuilding and Dry Dock Company.

**CARPENTER—FIRST CLASS**



Roland D. Peeler, Carpenter First Class, was hired by Sun Ship December 31, 1942. Born of slave parents, he received his early education at Shelby, North Carolina, where he walked five miles to grammar school each day for three months in winter and one month in summer. Though his mother could only read and his father could neither read nor write, both parents were anxious that their seven children—6 boys and 1 girl—receive an education.

Peeler attended Bennett College, Greensboro, N. C., for two years—1892-94. Aside from having to purchase his own books, Peeler had to work to earn the greater portion of the charges for board, room and other expenses.

After leaving Bennett he worked on the farm which his father had purchased from his former master two years after his freedom from slavery.

Having received training in carpentry at Bennett College, Peeler moved to Pittsburgh in 1902 and went to work for the E. M. Diebold Lumber Company and later went to Philadelphia.

In 1942 when Peeler heard of the opportunities being offered by the Sun Shipbuilding Company, he made application for employment and was hired in December of that year as a Carpenter and has been in that department ever since, under the foremanship of Mr. McShane and Mr. Frye.

Peeler says: "My interest in staying here at Sun Ship is that I have seen so many younger boys of little experience come in that I feel that I can be an asset to them and want to assist the younger boys of my race become carpenters. These men have expressed gratitude for the opportunity they have had at Sun Ship and particularly for the training I have been able to give them."

**BACK THE 6th  
WAR LOAN DRIVE  
AT SUN SHIP  
NATIONAL GOAL  
\$14 BILLION  
NOVEMBER 20  
DECEMBER 16**

**WOMEN'S NEWS  
Yard Number 4**

Several girls in the 91 department have felt the urge to return to the classroom this fall. Emily Bishop is taking a course in Advanced Business Administration in Strayer's Business College and a course in Piano from the Hamilton Music School.

Goldie Hutchinson and Olive Elizabeth McNair are taking a course in steno-typing, and Esther King is taking a Business Correspondence, Shorthand and Typewriting 3.

Frances Butler has left Sun Ship to enter New York University. She plans to enter the field of Business Administration.

Alberta Mann, 74-10360, at 34 department Toolroom, second shift, is enrolled in the Spriggs-Donaldson School of Beauty Culture. Alberta's post-war plans are a chain of beauty shops—here's luck to her.

Mrs. Anna Butler, in charge of the Main Cafeteria in No. 4 Yard since the opening of the Yard, was recently appointed to take charge of the Main Cafeteria in the Central Yard. Mrs. Butler, who was very well thought of by her fellow workers, did an excellent job in No. 4 Yard Cafeteria. Although she will be greatly missed, her fellow workers are proud of her selection and gave her a farewell party at Hotel Harlem, Saturday, September 30.

**ALLISON PLANT**

Although the Allison plant has been very quiet and has not had any news for "Our Yard" for many months, we are still in circulation. Now that the building and machinery have been freshly painted and everything spic and span (waiting for the curtains and drapes) we have decided to come back with renewed vigor.

To the many new girls that have joined the Allison ranks "Welcome," and may you find your associations pleasant.

To the Allison "graduates" who are scattered over the entire Sun yard, we say "hello" and we miss the good fellowship that existed with you.

If anyone in the yard does not know what a reversible wrench is, please contact Lucy Barasha 36-3791. She can tell you, for that is what she was hunting recently.

Best wishes to Betty Jo Shepherd who joined the ranks of the newlyweds. Her husband is in Uncle Sam's forces.

We are sorry that Irene Dychala is numbered among the sick. We miss her smiling face. Get well and come back soon, Irene.

In bringing back Allison news to "Our Yard" after almost a year's absence, we feel as though we again belong to the Sun family.

Reporter: C. S. BOETTGER



65 DEPARTMENT JOINERS, NORTH YARD, SECOND SHIFT—Left to right, bottom row: J. Manin, E. Moran, A. Titlow, C. Campbell, H. Miller, W. Harbaugh, P. Birmingham; top row: T. McClay, leader; W. Krumenaker, C. Ramos, H. Fortune, T. Wright, C. McAllister, A. Milson, R. Weiss, M. Fabian, D. Jones, J. Duell, E. Satoris, J. France, and J. Paddock.



FELLOW EMPLOYEES SURPRISED EDWARD G. LAMBERSON on October 7th when they presented him with a beautiful floral tribute in honor of his recent birthday. "Our Yard" joins in the occasion by wishing him a happy birthday.

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

Jim, the burner, is right smart with a circle torch.  
 Ed. Fisher, the layerout, is living in his new home in Chester.  
 Bob, the side sheerman, can certainly shear corrugated plates.  
 Goldie, Blanche and Cecile, layerouts, are quite adept at painting.  
 Sophie S. and Frances L. of the lay-out tables have million-dollar smiles.  
 Ray C. better known as "Smiling Jack, the hooker-on" really knows his radio.  
 They are going to paint the angle templates red so S. Ancher can find them (Thanks to Ed Murray).  
 A perfect working team, Herb and Harry, crane operators.  
 George Berwanger of the Plate Yard won't talk about his fishing trip on the Potomac.  
 Joe Wallington knows his football teams.  
 Joe (Paleface) Straub, that handsome hunk of man who makes the girls hearts stop beating, has just been given a screen test by the Paramount people.  
 Charlie, the one man layerout, who is always in George Wilkinson's hair, is a man of the world. Ask him and he will tell you he is a modest man.  
 The boys are glad to see Mr. "Silver-tooth" Gack of Smitty's gang back after being laid up with a broken leg for three months.  
 Charley, the super checker, can really

pick 'em and we don't mean apples.  
 Bill (nice guy) Abrams is looking for a two-legged termite who has been an awful bad boy. P. S. Ask the expeditors.  
 The beef-trust twins of the weld table have received a contract from Minskys of New York to dance in his coming show. We all knew the boys would make the big time. So take it off, boys, and we mean weight.  
 Reggie, the super fitter, really knows all the answers but he has a hard time convincing the gang.  
 Shorty, the dynamic leader of Fink's plantation, has beaten his shadow by three lengths in a foot race.  
 Miss Wanda Kozokowski of Swedesboro, a welder on the weld table, third shift and William Zammer, a burner, were engaged on Oct. 6. Good luck to both of you.  
 Reporter: GEORGE BONSALE

**STORES ACCOUNTING**

Joseph H. D. Good left to enter the Ministry. He had been with Sun Ship for about ten years. As a token of esteem the department presented him with a Bible and a set of book markers. To "Joe" goes our sincere best wishes for good health, happiness, and prosperity.  
 Maurice A. Wingate, Jr. took over and to "Mike", as we know him, goes our congratulations and best wishes for continued success.  
 We learned officially that Eileen Murphy and Barry were married October 21st at the Immaculate Heart Church, Chester, Pa.



(Left) — WILLIAM McELWEE, who has been a driver since 1909, and has been a company driver at Sun Ship for over 3 years. (Right)— EDWARD JOHNSON who has been employed at Sun Ship for 5½ years. He is now working in the Machine shop on floor and bench assembly and testing. He has two brothers who also work here — James, a leader in 59 dept., and Charles, a leader in 58 dept. Another brother, Thomas, previous to his induction in the Army, worked in the Wetherill plant.

**WELDING LINES**

**Bond Seller Sam Says:**

Keep 'em buying War Bonds  
 What welder went bicycling recently, a la Brazil? Would it be Carrot?  
 "P" and "Jitterbug" were temporarily afflicted with color blindness, but have fully recovered.  
 Paul "Tall Story" Norton has a brand new "Fall Line" of bigger and bigger whoppers. Get him to tell you his latest pet, the \$999.00 car bender.  
 "Shorty" Rausch says he did not mind the pummeling he took from several hoodlums, as much as the loss of several radio tubes he was forced to drop, when attacked. We were sorry to hear of your misfortune "Shorty" and hope your assailants will be apprehended and duly punished.  
 Davis Turner has swapped his leather for a G. I. Infantryman's outfit. Good luck, soldier.  
 Jack Lanzetti's kettle boiled over t'other day after someone "misplaced" his complete outfit. Note: The kettle still boils.  
 Danny is fast gaining the lead for the "gashouse" title.

**TIMELY DEDUCTIONS:**

After faithfully performing his noon hour ritual, consisting of several maneuvers with various medicinal doses for ten years, Dickinson has reached the conclusion that all he needed for his "stummuck ailins" was a fresh bottle of milk daily.  
 Ernie, the gas welder, has retrieved his double barreled gas pipe. Hold it, Ernie, we're only fooling.  
 Recently observed: Mike Kowalchuk doing a snake dance to reach a certain pipe joint in the after pump-room house. Mike welded the joint all right but ran into a little difficulty trying to do a reverse snake dance to extricate himself. Congratulations, Mike, that was really a swell performance.  
 See "Lefty" Corvelli in regards to ammunition for hunting. He may be able to help you.  
 Reporter: A. "LEFTY" CORVELLI



**BURNERS — FABRICATING SHOP, SOUTH YARD** — Left to right, front row: H. Spencer, C. Ingrhan, R. McClemmy, D. Scheer, Asst. Foreman W. Berkeheimer, B. Grimes, L. LittleJohn, I. Scheer, R. Rittenbaugh; second row: M. Paytos, V. Deer, J. Johnson, G. Long, W. McGlinn, J. Mashington, R. Fegely, K. Hatzaks, G. Feinstein; back row: R. Cherry, O. Reyburn, J. McNerney, R. Hendrickson.



**WELDING AND BURNING SUPERVISION, SECOND SHIFT, SOUTH YARD** — Left to right, seated: Godo, O'Neill, Assistant Foreman, Filbert, Caryell, Baker, Wilson, Ass't. Foreman, Brysiak, Ass't. Foreman; Thomas, Foreman; and McCall; standing: Hendricks, Brenneman, Ass't. Foreman; Mills, Vincent, Evansiko, Rankin, Paschall, Stafford, Deppner, Kramer, Clerk.



**WILLIAM J. BONNER** in one year worked 2881 hours at the Sun Ship boiler yard. That's equivalent to putting in almost 8 hours a day for the 365 days in a year — all outside work; in heat, cold, rain and snow, piling up a national record for a chap who is on the thin edge of 80. It is said to be unequalled in any large war industry in the United States.

It is true that he did not work every day in the year. Several days' sickness and bad weather caused him to lose 15 days during the year 1943. He also took off two weeks vacation. However, from Jan. 1 to Dec. 31 Mr. Bonner worked on every holiday except Armistice Day.

On 140 days of the 365 he put in 10 hours work each twenty-four hours. There wasn't a week that he didn't soar past 48 hours. He was doing better than 60 hours a week for about thirty weeks last year.

Bonner has been employed in the Sun Ship and Wetherill plant for 47 years. His home is at 719 Potter St., Chester, where he resided for 36 years.

### "DAUBS FROM THE PAINT SHOP"

With the end of the summer season we are again attempting to resume the column in response to widespread popular demand. The party in question stopped us in the Yard one day, during lunch hour of course, and asked, "Whatever became of that column entitled PAINT SHOP NEWS"? Realizing that we have been ab-

sent we will try and catch up with some of the older items.

First, it seems there was another explosion at Miller's farm which we were to report and according to our friend, Sergeant Zilch of the Chester Homicide Squad, it went like this. The festivities were not long in getting under way. Earl Miller and an unnamed leader from the North Yard rendered a duet equal in volume to the Sun Ship Band. The soft-ball game was played for what it was worth and in the archery contest the winners did not wait for the score to be added nor did they even claim the game. The three-legged races provided no end of entertainment and the barrel race, at which all hands were experts (rolling from the paint shop to the Dry Dock, even as in Caesar's time), brought down the house. Stanley, better known as "War-Housing-Stan", had charge of the food and there was plenty for all hands. Everyone agreed that they had a rip-snorting time and all barrels were returned to their anxious owners. It has been decided by the committee that in advertising the event for next year they will refer to the location as "Miller's Excavation" due to the slight change caused by the fracas.

Many daubers will still be surprised to hear that Dr. Ewald F. Glowitz, hitch-hiking painter, known both for the buttons he has collected as well as the ones he has lost, has returned to the sign shop after recovering from an operation.

Johnny Martin, well known and well liked throughout all of the ten years he has worked in the paint shop, died on Sept. 9th, after a protracted illness. Prior to his service in the shipyard, Johnny worked on a bakery route where he had countless friends. In the yard Johnny worked first as a brush hand, then as a sprayer and later became a spray-gun repairman. An ardent devotee of bowling, he was on the Paint shop "B" League Team. In addition to his many friends in sports and in the gang, Johnny leaves many more friends in Trainer, where he resided with his wife and three small daughters.



**N. S. HASELTINE**, asst. foreman, Wetherill plant, speaking on a recent Sun Ship radio program. Mr. Haseltine has three sons in the service and another, William, works in the Timekeeping dept.

### 65 DEPARTMENT

James France is now settled in his new home in Sharon Hill.

We are glad that Mr. Rancos is able to be back on the job. He lost a few days with an injured foot.

Salvatore (Charlie) Esposito of Central Yard, is in the Chester Hospital. Let's have some of the boys visit him.

Lynn Harbaugh's two and a half year old son is in the hospital. This makes the third trip for him. We sincerely hope it will lead to his complete recovery.

The Joiner department is not only keeping their work up to schedule, but they are also on schedule with their bond buying. They are holding them for a rainy day, too.

Officers of a sub chaser, about to be commissioned, are in urgent need of an out-board motor 4 to 9 hp. Render a patriotic service by selling or giving yours if you have one. Communicate with Personnel Office in your Yard quickly.



**DISCUSSING MATTERS REGARDING HULL ENGINEERING**—Left to right: Granville Orsal 36-10679, expeditor, William Young 36-10055, leader, and Chief Boatswain's Mate Lawrence Cassidy of Port Director's Office, New York Naval Inspectors for Hulls to be converted into Hospital Ships.



**LEADERS AND ASSISTANT FOREMAN OF 30-S SHEET METAL**—Left to right, first row: J. Kattinge, P. Kline, G. Colesworthy, W. Gilmore, S. Zabowski. Second row: W. Hansell, R. Hagy, W. Buchanan, M. Margulies, and G. Lamey. Back row: A. Bowler, A. Thompson, J. Keeley, C. Ullman, and F. Weng.

### Here's How You Can Help "Bring Back" the Wounded

Will you be ready to meet the wounded boys when they come back from Army or Navy hospitals?

Some will be disfigured; some will be minus an arm or a leg; some will be nervous cases; some will seek sympathy; some will spurn your help.

Deep understanding, more than pity, will be needed by the folks back home to help the boys adjust themselves. The miracle of modern medical treatment and recent discoveries in healing drugs plus the great advances in surgical operations have reduced the percentage of deaths among our wounded surprisingly.

They do not die but they still are victims; need care and treatment. The Surgeon General's office has outlined a wise program to be followed by the relatives and associates of the returning wounded. Here are the main points:

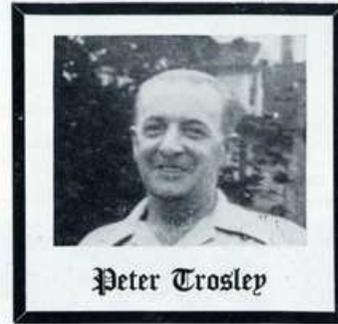
**Be matter-of-fact.** Remember, he's the same man he always was. He may look different, or be unusually moody, but treat him as a normal man. That's especially true in the case of nervous disabilities. Don't patronize a shell-shocked man, any more than you would a man with a bad cold. He's sick and can probably be cured, with your understanding help.

**Don't be squeamish about disfiguring wounds.** Don't stare, but don't elaborately avoid it, either. Face it and forget it. The same thing could happen in peacetime, and does — often.

**Don't gush over the injured man.** Don't treat him any differently from anyone else. Don't be disgustingly cheerful. Let him be depressed if he wants to. He's got a right to, and he'll snap out of it eventually.

**Don't ask questions or give advice.** If he wants to talk, listen, and understand. Don't mention his disfigurement unless he does, but don't try to pretend it doesn't exist.

**Don't rush about doing things for an injured man.** Let him feel he's pulling his own weight in the boat. People who have been born with one arm can tie shoelaces, play piano and golf and cards — and he'll be amazed at how quickly he'll learn, too.



Peter Trosley

It is with deepest regret that we note the passing of Peter Trosley, on October 4, Assistant Foreman of Layout Shop, No. 4 Yard.

He was born in England and came to this country with his parents when 10 years old. He started his shipbuilding career at the Sparrows Point Shipbuilding Company, in Baltimore, Maryland and came to the Sun Ship in 1918, and contracted for the laying out of all shell and deck plates. He supervised the Layout Shop in Central Yard for 24 years, then went to No. 4 Yard where he supervised the layout of the freighters for the past two years. He was well known in all four yards.



STACK and UPTAKE MEN, 30 DEPT., under FRANK GIBSON — Left to right, first row: C. Buvhele, J. Cimino, A. Jacobson, Gramano, F. Gibson, Flattanzio, R. Cavalcanto, J. Sigda, A. Bundick, S. Segal, J. Yurnes; second row: E. Redman, C. Green, G. Lenhart, N. Brotman, H. Streeper, E. Bobrowski, W. Crist, R. Forsyth, J. Doloszycki; third row: A. Becker, T. Kase; fourth row: B. Smith, G. Simms, W. Jankowski, J. Johnson, D. Kreider, E. Juliano, D. White, B. Hauserman, S. Warmijak.



A GROUP OF BOILERMAKERS at the Ball Park. Left to right, back row: E. Shellhamer, J. Krivitsky, L. Broyles, G. Middleton and R. Cox; third row: M. Jupino, H. Williams, E. Usavage, F. Dute, leader, J. Harrison, E. Depetris, E. Stevens, W. Banner, A. Hofner, A. McGuckin; second row: F. Giordano, E. Foresman, W. Parker, J. Campbell, I. Taylor, R. Puzas, J. Wincziek, N. Brachman; first row: M. Curran, H. Boyd, A. Lescavage, B. Robertson, M. Herko.

### BOILER SHOP BLOW OFFS No. 4 Yard

Welcome to Alvin Chippey, who has joined our department and is doing a fine job as expeditor after being honorably discharged from the U. S. Army.

We all are glad to see Mrs. Henry back on the job again, after being under the doctor's care for several weeks. She wishes to thank her many friends for remembering her with flowers and cards.

A pat on the back to E. Jordan and H. Barksdale. They are really hard-working boys.

We extend our deepest sympathy to our Foreman, Mr. J. Messner, and his family in the loss of his father recently.

According to a recent report from the Safety department, 30 department has had less accidents than any other department in No. 4 Yard. It's the only department in the Yard that has had only one accident. J. Smith, Safety Committeeman in our Shop, really deserves lots of credit.

Congratulations to R. Hunter, our new leader. We wish him lots of success and we are really happy to see the splendid co-operation he is getting from his men. I personally hope the boys will continue to show their fine spirit in the future. Incidentally Hunter was the first man to be hired in 30 department, for No. 4 Yard and has been working with us over two years. We are all quite happy over his much-earned advancement.

We all extend our deepest sympathy to W. Brown and his family in the loss of his wife. Brownie is quite a favorite in our department, having been in our gang over two years.

Reporter: H. M. Woods



**FLOOR AND BENCH ASSEMBLY MACHINISTS AND MACHINE OPERATORS, SECOND SHIFT, WETHERILL PLANT** — Left to right, front row: J. Dougherty, B. Wagner, R. Thompson, A. Evitts, K. Koehler, C. Stinson, A. Stutzman, J. Holleran, R. Jones, T. Agnew, J. Parkes, E. Lundgren; back row: W. Doran, C. Bowers, C. Ewaska, G. Brill, A. McCarty, C. Merritt, S. Bartish, J. Geisinger, R. Quann.



**SHEET METAL SHOP GIRLS, 305 DEPT.** — Left to right, back row: Helen Griffen, Amelia Owens, Bertha Loferdzink, L. Bowen, Milly Andrescavage, Laura Blasienski, D. Reabold, Stella Rakoskie; bottom row: Daisy Knoll, J. Waytok, O. Patchnick, Helen Sharer, F. Chapman, Bessie Donovan.



**No. 4 YARD ADVANCED FIRST AID SQUAD** — Left to right, seated: R. Robertson, L. Walker, W. Gardiner, J. Smith, F. Motley, squad leader; Dr. C. R. Clark, Director of No. 4 Yard Dispensary; B. E. Mayo, Jr., scribe; J. Beltou, J. Blackshear, R. Jefferson, and J. Moore. Standing: F. Hayward, I. Smith, C. Lott, H. Small, A. Stevens, W. Shipley, I. Lewis, Jr., W. Daniels, W. King, W. Epps, V. Jones. Members not included in the picture are: H. Slith, H. Adams, G. Defour, U.S.M.M., R. Palm, U.S.N., Charles Palm, U.S.A.



**V. K. BAYLESS**, (left) coordinator of all Engineering and Hull departments in Number 4 Yard, conferring with **EDGAR J. UNTHANK**, assistant foreman of Production Control in Number 4 Yard, over the matter of production schedules.



**1ST SHIFT, 45 DEPARTMENT, CENTRAL YARD** — Bottom row: A. Blanco, E. McLaughlin. Back row: A. Baiocco, Leader, LeRoy Westenberger, W. Collins, S. Sanders.



**We Wish To Congratulate:**

Mr. and Mrs. R. Shoemaker on the birth of their third son on October 1. Mr. Shoemaker works in the Copper shop, Central Yard.

Mr. and Mrs. Joseph Blair on the birth of a son, Michael, on September 22nd. Mr. Blair is in 36 department, Central Yard.

Mr. and Mrs. Walter Hughes on the birth of a son, James, on September 11th. Mr. Hughes is in 36 department, Central Yard.

Mr. and Mrs. Charles Wojciehowski on the birth of a daughter, Charlene, on May 29th. Mr. Wojciehowski is in 36 department, Central Yard.

Mr. and Mrs. Richard Clendenning III on the birth of a daughter, Mary, on October 3. Mr. Clendenning is in 36 department, Central Yard.

Mr. and Mrs. Enoch Davis on the birth of a son on Sept. 30. Mr. Davis is in 74 department.

Mr. and Mrs. Cookemaster on the birth of a daughter, Ruth, on Sept. 23. Mr. Cookemaster works in the Paint shop.

Mr. and Mrs. Guy Albanese on the birth of a son, Guy, Jr., on Sept. 12. Mr. Albanese is in 47 department, South Yard, Feb. shop.

Mr. and Mrs. Elmer Palo, on the birth of a daughter. Mr. Palo is in 59 department, Central Yard.

## SUN SHIP CAVALCADE APPRECIATED BY SERVICE MEN

The following letters of thanks and appreciation are a splendid tribute to the unselfish efforts of Sun Ship's Cavalcade who have so generously given their time to entertain Servicemen in Philadelphia and Delaware County.

The Cavalcade is a musical variety show under the direction of Bert Walston of the North Yard Exception Office, who originated the idea of Sun Ship artists entertaining Servicemen.

Mr. Walston, prior to the war, had been in show business for the past dozen years and promoted the dances at the Met Ball Room in Philadelphia last season.

The Sun artists who have lent their time and talent to the Cavalcade include: John Eastwood, 33 Department, N. Y.; Jane Gallagher, Contract Department; North Yard Band under the direction of Eddie Gruen; Joe Smith, Baritone, Timekeeper, N. Y.; Joe Sessions, Tenor; Joe Rennie, Comedian; Master of Ceremonies, Barney Hagen, Guard, N. Y.; Thirty-Five Hostesses from the Contract and Payroll Departments; The Sun Serenaders (Anne Merletti, Rose Merletti, Elaine Swantek, and Freda Wilkinson); and Saxy Gill, Saxophone Player who formerly played with Count Basie's Orchestra.

### AMERICAN THEATRE WING PHILADELPHIA STAGE DOOR CANTEEN, INC.

ACADEMY OF MUSIC • BROAD and LOCUST STREETS  
PHILADELPHIA 2, PENNSYLVANIA

September 20, 1944

Mr. John Pew, Jr.  
Sun Shipbuilding & Dry Dock Co.  
Chester, Pa.

Dear Mr. Pew:

Please accept our sincere thanks and appreciation for your kindness in sending the Sun Ship Cavalcade under the direction of Bert Waltson, to the Canteen last evening.

They received such a warm welcome by the Service Men and our Hostesses that we sincerely hope they will return again. In fact, we would greatly desire to make the Cavalcade a weekly feature at the Canteen.

With such friends as you the Canteen cannot help but be a success in comforting and entertaining our boys in the Armed Forces.

Very truly yours  
Wm. T. Rouse,  
Executive Director.

### UNITED STATES COAST GUARD

ESSINGTON, PA.

28 September, 1944

Mr. John Pew, Jr.  
Sun Shipbuilding & Dry Dock Co.  
Chester, Pa.

Dear Mr. Pew:

This unit is gratefully indebted to you, to Mr. Bert Waltson and the Sun Ship Cavalcade and certainly to thirty of the loveliest hostesses for making our first dance a royal success. We thank you all for your manifest kindness and for the generous contribution of the time made by the Cavalcade.

"Enthusiastic" is but a mild adjective when applied to the boys' response to the entertainment. May we prove as fortunate again at some future party to enjoy the songs and dancing of your Cavalcade. Our anticipation of that time may be measured by our gratitude to you now.

Very truly yours,  
W. W. Crosby.



ACCOUNTS PAYABLE DIVISION — Left to right: Harry White, Supervisor of Accounts Payable; Sara W. Schneebele, Ann Preston, Florence M. Siwarski, Helen Schmidt, Clarence Fox, Miriam Barna, Jane Roberts, Mary Murphy, Florence Jones, Nellie Royston, Elaine Weaver, Evelyn Ouseley, Julia Dynow, Sara Scully, Helen Bresset, Harry Linde.



CHARLES GRANT, a congenial Scotchman and leader in the Maintenance dept. at the Wetherill plant, has been employed there for 19 years.

BETH DONLEVIE is a ledger clerk in the Bond department and has been with Sun Ship since 1942.

## LABOR MANAGEMENT COMMITTEE REPORT FOR SEPTEMBER

### More Suggestions Needed!

The Labor Management Production Committee wants more good ideas to help boost production. Both the number and quality have fallen off. Turn in your new ideas promptly. No awards will be made for suggestions that have been in use in the Yard for more than one month.

On October 12th, the Labor Management Production Committee awarded one \$50 prize and two \$25 prizes.

#### \$50.00 Award William Klein, 92-123 "Safety Signs"

A sign made to be used on the different size access holes to the tanks. These are to be put up by 67 department so they block the entrances when they are cleaning out a tank.

#### \$25.00 Award E. R. MacLean, 65-499 "Adjustable Props for Ceiling Panels"

Adjustable props for ceiling panels, ceiling trim, iron furring (ceilings), etc. Temporary props are now made of scrap lumber which breaks easily and is not always available. The props are made of 1" x 4" stock; 2 pcs. 4' long joined together by bolts and wing nuts. A 12" slot in one piece would allow for adjustment to all the usual heights.

#### \$25.00 Award J. Kornkiewicz, 51-16 "Universal Socket Wrench"

A specially designed socket wrench with a universal joint to be used on the engine room skylights. This wrench can also be put to many other uses.



**PLATE SHOP, SOUTH END OF NORTH YARD, THIRD SHIFT** — Left to right, first row: M. Bernstein, I. Acker, J. Valinkas; second row: R. Rhinehart, R. Pegler, M. Green, W. Stamm, L. Kilduff, D. Faulkner, A. Polansky, M. Osborne, leader, C. Dmytryk, G. Stefanavage, P. Schnitzer; third row: A. Lolly, O. Barratt, P. Terrani, M. Framson, A. Giamiascoli, P. Donovan, C. Padgett and W. Degler.



**EDWARD LINDSAY** was very fortunate to have his picture taken standing beside Bob Hope while Bob and troupe were on tour through Hawaii. Ed has been stationed in Oahu, Hawaii, for a year.

He is the brother of Joe Lindsay of the Electrical dept., and Mary Lindsay of the Band dept. Both Joe and Mary have 2 years service with Sun Ship.



**EXCEPTION OFFICE CREW, No. 4 YARD** — Left to right: G. Rennett, Foreman, M. Brooks, E. Crabb, R. Bonner, W. Osterheldt, leader.



**91 DEPT. TIME CLERKS** — Left to right, front row: E. Johnson, D. Arnold, D. Butler; back row: D. Seth, H. Young, D. Tate, F. Van Bloke.

**HIGHLIGHTS FROM NORTH YARD — W2 — SECOND SHIFT**

Better late than never — Congratulations to Mr. and Mrs. Dominic Malizia.

Speed wants a handy man around his house.

How's Ozzie's pancake flour getting along nowadays?

Why does "Lightning" spend most of his time around W2?

Welcome back, Twiggs. We're happy to have you back again.

Slim makes his wife drive his car when he can. He claims the car doesn't drive straight.

The famous yell by Carolyn at lunch time is, "Come and Get It."

Why doesn't Davy give the girl that ring? It will be getting rusty soon.

What does Ralph do with all that chewing gum? George claims he is saving it to make a new tire.

Where did Nick learn to drive a car? The book's still under the seat.

Goldberg says the buttons on his shirt last a long time now that Ida is on piece work.

Red Hot News: Dominic had to quit smoking for a week now that he bought a new lunch box. You know who wears the pants in that outfit.

George says he's the quiet boy in the state of Delaware.

The Shipfitter is giving "Voice" Sinatra competition. He would like to know what he's got that he hasn't. Somebody tell him.

Sophie is doing a fine job on the fillet machine. Keep it up, Sophie, maybe someday you'll own one and have Theresa helping you.

Famous saying by Cliff, "Where's Jamison?"

See Pricey for bowling instructions. Somebody needs them, I wonder who?

Watch yourself, Palen. They are going to have a foul boy for bowling. You'd better get smaller shoes.

Sophie says she is going to buy Andy a new hat.

Nardy always gets good scores in bowling when no one's around.

Reporter: **BILL BYRNES**



**TOM HICKEY** — is a first-class welder and works in the Ball Field under the supervision of Harry Butler. He is married, has one child, and resides in Buckman Village, Chester.



**EXPLAINING ART OF FLANGE FITTING ON COPPER PIPE** — Left to right: Ira Keith, Turner Robinson, Michael McNeary, Jessie Hairston, Al Sampson and Loyd Fray.



**These people  
buy a battleship  
— every week!**

Meet John S— and Mary D—  
John works at a shipyard on the Delaware, and makes \$63 a week. Almost 16% of it goes into War Bonds.

Mary has been driving rivets into the hide of one bomber after another out at an airplane plant on the West Coast. She makes \$45 a week, and puts 14% of it into War Bonds.

John and Mary are typical of more than 27 million Americans on the Payroll Savings Plan who, every single month, put a half a BILLION dollars into War Bonds. That's enough to buy

one of those hundred-million-dollar battleships every week, with enough money for an aircraft carrier and three or four cruisers left over.

**In addition,** John and Mary and the other people on the Payroll Plan have been among the biggest buyers of *extra* Bonds in every War Loan Drive.

When you come to figure out the total job that John and Mary have done, it's a little staggering.

They've made the Payroll Savings Plan the backbone of the whole War Bond-selling program.

They've helped keep prices down and lick inflation.

They've financed a good share of our war effort all by themselves, and they've tucked away billions of dollars in savings that are going to come in mighty handy for both them and their country later on.

**When this war** is finally won, and we start giving credit where credit is due, don't forget John and Mary. After the fighting men, they deserve a place right at the top of the list. They've earned it.



**GET IN THE FIGHT—6<sup>TH</sup> WAR LOAN**

# LESS DANGEROUS THAN CARELESS TALK



## *Don't Discuss Troop Movements, Ship Sailings, War Goods*

Our forces are attacking. Their strength is great. More than ever before our enemies are seeking to learn about our plans, our weapons and the movements of our forces in a desperate effort to throw back our attacks.

If they succeed, thousands of our men will die unnecessarily. Our victory will be delayed.

It is the grave responsibility of every American to make sure that this does not happen.

You are doing a vital job in connection with the war effort. In your work you are bound to know many facts that Axis agents would be glad to get.

Our enemies try to keep track of the location and condition of every Allied ship. Do not mention the name or description of any ship being built in

the Sun Yards . . . the type of vessel . . . the time of departure . . . the kind of equipment . . . the date of commission.

Do not mention the name or type of any vessel in for repairs . . . the extent of the damage . . . the time to repair . . . date of arrival or date of leaving. Do not mention the names of the officers.

Do not mention the number of ships in the yard or the number of men employed.

Warn others to be careful:

*Remember!* Unless you've

Read it in a newspaper or magazine or

Heard it over the radio

*Don't Talk About it.*